

## 1. CATHEDRAL SQUARE REDEVELOPMENT STAGE 5 AND CATHEDRAL SQUARE: AMENDMENTS TO TRAFFIC AND PARKING BYLAW

At its meeting on 26 February 2004 the Council resolved in respect to the above two clauses contained in the report of the Sustainable Transport and Utilities Committee meeting of 10 February 2004:

*“That consideration of the above two clauses be deferred, to allow further discussions to be held with the Cathedral Square Stakeholders Committee and other submitters and the Mayoral Forum, for report back to the Council in due course.”*

An extraordinary meeting of the Sustainable Transport and Utilities Committee was held on Tuesday 16 March 2004 at 10am to allow for further discussion and consideration of these two reports (refer to attachments one and two). Representatives of the Cathedral Square Stakeholders Group and Mayoral Forum were invited and attended as above.

Mr Derek Anderson, representing the Cathedral Square Stakeholders Group, spoke initially and confirmed their view that a two-way road could be accommodated without significant change to the proposed scheme by means of some kerb line adjustments and making the road one-way for coaches and buses but two-way for cars. He commented that this was not a major traffic route providing for through traffic and tended to be a destination. Provision of two-way road access would, however, make a considerable improvement to the accessibility to the properties and businesses in this area.

Mr Graham Belliss, traffic consultant then tabled a report prepared for the Stakeholders Group and spoke to this using a PowerPoint presentation, (refer attachment three).

Mr Belliss commented that the Council option for a two-way road, which it had considered, followed the old kerb and channel line which had been installed a considerable time ago in different traffic conditions. The Council option assumed the need for two-way access for all vehicles and had not considered the possibility of limited west bound access to light vehicles only, thus requiring less road space.

He then took the opportunity to speak to the amended plans tabled with his report which indicated those areas where the kerb would be realigned and straightened and indicated that he felt that overall there was likely to be compensating pluses and minuses in terms of costs.

His plan referred to six specific sections in the north-west quadrant of the Square and its implications in respect to these were explained to the meeting. It was noted that there would be some loss of potential tree planting and paved areas. In respect to Worcester Street a loading zone had been shown on the south side in the Council's two-way plan, and this was extended in his proposal. Mr Belliss indicated that an example of a similar arrangement could be seen at the Rydges Hotel in Oxford Terrace and in Worcester Boulevard by the Arts Centre. He felt that the two-way proposal in this area would assist in keeping west bound traffic in line with the tram movements and it was noted that the one-way proposal would in fact mean that the tram was proceeding against the traffic flow.

In respect to provision for short-term P5 parking spaces his modified plan for a two-way road allowed for some 22 spaces compared with the 19 allowed for in the Council one-way street proposal with three of the 22 being additional spaces in Worcester Street and considered optional.

In summary Mr Belliss indicated that he felt it was quite possible for a meandering low speed two-way road to be established in this area of Cathedral Square, with the same level of parking and amount of road space as the one-way proposal considered by the Council, with some minimal alterations in the kerbing and prohibition on the movement of large vehicles in a westerly direction.

At the conclusion of his presentation Mr Philip Carter spoke and indicated that he felt that the Council was working from the wrong premise in adopting the view that a two-way road would need to cater for all motor vehicles including buses. He commented that with minor adjustments a two-way road for light motor vehicles, with buses being one-way, could be established. Traffic in this area of the Square was relatively light with some 1,900 vehicle movements a day. People tended to travel to the area as a destination, to either offices or the picture theatre. He felt that it should be possible to relocate the proposed trees to ensure that no loss in overall planting resulted and noted that there would be no loss in P5 car parking spaces. The existing kerb line had been provided for previous traffic conditions and he felt that the Council should update this and noted that there were issues with the bylaw at present which also needed to be addressed. He also noted the additional spaces proposed on the south side of Worcester Street could, at the Council's discretion, be deleted for amenity reasons.

Mr Peter Hansen, Aotea Souvenirs then spoke and advised that he felt that with the removal of buses from this area it now needed modification. The Council plans were for a predominantly pedestrian area but he felt the road space would be cramped and preferred a two-way traffic system. He commented that at present it was difficult to access the Square and he felt that adequate provision needed to be made for goods loading vehicles. It was likely that property values in the area would decline with a one-way road and this was likely to impact adversely on businesses engaged in the tourism industry which was extremely competitive.

The opportunity was then taken to allow members to ask questions which related to:

- The movement of buses in the alternative proposal presented by Mr Belliss
- The provision of parking for shuttle buses, taxis and coaches - Mr Belliss confirmed that this would be left as currently provided in the Christchurch City Council one-way road plan proposal.
- The extent to which the representatives of the Cathedral Square Stakeholders had been able to consult with their members - Mr Anderson advised that a meeting had been held the previous day attended by ten members who had supported the alternative two-way road proposal.
- The extent to which 'boy racers' were a problem in this Square - Mr Philip Carter indicated that his experience was they did not tend to visit this quadrant of the Square.
- The extent to which the increase in asphalt areas in the revised two-way road proposal would affect the environment of the Square. - Mr Belliss indicated that there would still be a decrease in what was existing.
- Line of sight visibility - staff expressed concern at the aspect of the revised two-way road proposal and Mr Belliss advised that he felt that in actual fact the proposed one-way plan also had issues in this regard. He did not see line-of-sight problems provided it was a low speed road.
- The desirability of the redevelopment of Square in assisting the central city development and the advantage to businesses of a two-way road system together with good access for deliveries and rubbish removal.
- In response to a question from the Chairman Mr Sean Rooney, Christchurch Tramway Limited indicated that from his view the less traffic in this area of the Square the more desirable as mixing trams and other motor vehicle traffic was not ideal. He had some concerns regarding the two-way plan in terms of tram access and also the revised plan for the Worcester Street loading zone.

The representatives from the Cathedral Stakeholders then withdrew and Mr Anderson expressed his thanks to the Committee for the opportunity to speak to them.