

10. 12. 2009

**REPORT BY THE CHAIRPERSON OF THE
HAGLEY/FERRYMEAD COMMUNITY BOARD
2 DECEMBER 2009**

PART A - MATTERS REQUIRING A COUNCIL DECISION

1. CENTRAL CITY CYCLE PARKING: HIRE CYCLES AND PUBLIC USE



General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Asset and Network Planning Manager
Author:	Jennie Hamilton, Consultation Leader

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council approve the location of 50 cycle stands in the central city for lease by a commercial cycle hire company, and the installation of additional stands for public use (refer **Attachment 1**).

EXECUTIVE SUMMARY

2. Christchurch City Council is at the forefront of local moves to get more people on bikes, to reduce traffic congestion and to promote a healthier lifestyle. It plans to install new bike stands in the central city. If this project is approved, 25 new stands will be installed for public use and 50 stands will be leased to a commercial cycle hire company, Nextbike New Zealand Ltd. Of those 50, 22 stands will be installed as part of this project.
3. Nextbike requires 50 cycle stands to accommodate 100 bikes for its operation, which is planned to start in October 2010.
4. At its meeting on 4 February 2009, the Community Board approved in principle the locations of 50 additional cycle stands for the use of Nextbike New Zealand Ltd. These were to be installed on the basis that Nextbike would not restrict public use of any of these stands when they were not occupied by Nextbike cycles. Moreover, before the sites were confirmed, neighbouring property owners were to be identified and consulted.
5. The project proposed to install a minimum of 50 new stands for Nextbike, some at existing sites, and some at new sites, plus additional stands for public use, for a total budget of \$50,000. Initial costings for new cycle stands were \$200 to \$250 per stand, installed.
6. In May 2009 the project team was advised that only the new 'ringbinder' style of cycle stand could be used in the central city (refer **Attachment 2**). The cheapest estimate for this type of cycle stand was \$1,300 per stand, installed. Moreover, the new 'ringbinder' stands could not be placed alongside older types of stands. Therefore, about half the locations originally identified for use by Nextbike NZ and approved in principle by the Community Board, were unable to be used by the cycle hire company, as they were the older style rack stands.
7. The project team proposes to use a combination of existing stands and new stands to provide the 50 stands required by Nextbike. New locations have been identified by Christchurch City Council technical staff, and are considered suitable by the cycle hire company. To compensate for the loss of cycle stands and to boost the overall number of cycle parks in the central city, the Council plans to provide additional stands for public use (refer table below).
8. Cycle stand sites for both Nextbike and public use are shown in **Attachment 1**. They comprise existing stands, new stands to replace existing racks as part of this project, new stands installed as part of this project, and new stands installed as part of other projects and used by Nextbike. All cycle stands would be located on road reserve, apart from the Hoyts complex where the property owner has given their consent to use their land.

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	Nextbike NZ Ltd	Public Use Only
Existing stands	22	57
New stands installed to replace existing racks as part of this project	6	9 (minimum)
New stands installed as part of this project	16	16 (minimum)
New stands installed as part of other projects	6	28
Total	50 (capacity for 100 bikes)	125 minimum (capacity for at least 250 bikes)

9. In addition, up to 57 new cycle stands will be installed for public use only in the central city in the financial year ending 30 June 2010, as part of other projects. These locations are the City Mall (30 stands), High Street between Cashel Street and Lichfield Street (16 stands proposed), Wilsons Reserve, corner of Madras and St Asaph Streets (eight stands proposed), and near the entrance to Woolsack Lane (three stands already in place).
10. Council staff, including the Urban Renewal and Transport Team, and Nextbike NZ have been consulted about the proposed cycle stand sites. The Director of Nextbike NZ, Julian Hulls, has decided to defer the launch of the company's expansion to Christchurch until October 2010 to allow time for Council approvals and the installation of cycle stands to be used by the hire company.

FINANCIAL IMPLICATIONS

11. The recommendations of this report align with 2009 - 2019 Long Term Council Community Plan budgets.
12. The budget for the Central City Cycle Parking Provision component of the 2009/10 Transport and Greenspace Capital Works Budget is \$42,200. An additional \$20,000 is available from the 2009/10 Inner City Transport (Street Furniture) budget. This additional budget is required to cover the increased cost of the 'ringbinder' style stands and the necessary budget transfer will be actioned if the recommendations in this report are approved.
13. All costs of running the hire scheme and supplying and maintaining the cycles will be the responsibility of Nextbike NZ.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. Yes.

LEGAL CONSIDERATIONS

15. The Council's Property Services Team will prepare a Licence to Occupy agreement with Nextbike for an initial period of 24 months at a 'peppercorn rental' once the sites have been confirmed by the City Council. This agreement will be subject to review at the end of 24 months, outlining terms and conditions, including the period of the agreement, costs agreed between the two parties, and the rights and obligations of each.

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Have you considered the legal implications of the issue under consideration?

16. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. The Nextbike proposal aligns with the following community outcomes:

- (a) A healthy city
- (b) A city for recreation fun and creativity
- (c) An attractive and well designed city.

18. This project will improve the level of service for cyclists and potential cyclists in the central city by increasing the availability of cycles and providing increased cycle parking opportunities.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

19. Yes.

ALIGNMENT WITH STRATEGIES

20. This project supports the following policy and method in the City Plan:

- (a) Policy 7.4.3: To provide convenient, safe cycle parking in public areas.
- (b) Method: Investigation of a public cycle hire system, particularly in the central city area.

21. The project supports the objectives of both the Christchurch Cycling Strategy, Central City Revitalisation and the draft Central City Streetscape Plan. The proposal will also partially implement the following actions in these strategies:

- (a) Improve facilities for cyclists at popular destinations and key locations (Cycling Strategy)
- (b) Improve cycle storage facilities (Revitalisation Strategy).

Do the recommendations align with the Council's strategies?

22. Yes.

CONSULTATION FULFILMENT

23. A memorandum was sent to the Hagley/Ferrymead Community Board by Terry Howes, Asset and Network Planning Manager of the Council's City Environment Group on 18 September 2009 to update the Board on the project and also the proposed consultation process.

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24. Once cycle stand locations had been identified in September 2009, the project team discussed the sites with representatives from The Adventure Centre Ltd and Wheels 'n' Deals Cycles. They had expressed concerns to the Hagley/Ferrymead Community Board in February 2009 about the lease of bike stands to Nextbike New Zealand. Once Council staff were made aware that Julian Hulls from Nextbike had previously indicated that he was happy for four cycle stands – three in the Square and one in Gloucester Street – to remain solely for public use, they amended the map accordingly. The revised map was delivered to the two Christchurch representatives who were concerned about the cycle hire proposal, and posted to another person who had spoken in support of the commercial cycle leasing proposal at the February Board meeting. All were invited to contact the project's consultation leader if they had any concerns.
25. The map showing existing stands, new stands to be installed as part of this project, existing cycle racks to be replaced with new cycle stands as part of this project, and new stands to be installed as part of other projects, was distributed to businesses and properties adjacent to or near each of the proposed 24 locations on 7 October 2009. They were invited to contact the project's consultation leader with any concerns before 28 October 2009.
26. The owner of a business in Hereford Street opposed the location of bike stands outside his business and requested a rubbish bin instead. In latest proposals for the Hereford Street Upgrade, three of the eight cycle stands have been relocated and a rubbish bin has been provided on the wider footpath outside the business concerned.
27. A request by a property manager for two cycle racks for members' bikes (when the racks are replaced with 'ringbinder' style stands) is being investigated by the project manager.
28. The Science Alive property manager sought clarification on the location on the stands on its Moorhouse Avenue frontage. He subsequently endorsed the location of the proposed cycle stands and asked whether more stands could be provided, subject to funding.
29. The owner of the building at the corner of Manchester and Worcester Street, and the ground floor tenant opposed the location of six new stands on a kerb buildout on the Manchester Street frontage. Their submission stated that they were opposed to the stands because of: the lack of selection criteria; no need/demand for cycle stands in this location; pedestrian interference/traffic safety, and security issues. After considering these points the project team retained the six stands at this location on the map for Council approval. Three of the stands would be used by Nextbike and three would be for public use. The other cycle stands in Manchester Street will need to be reviewed when the street is upgraded. The existing stands are not consistent with emerging Council cycle parking standards. Their current condition is poor and they need to be replaced. All new stands must be of the 'ringbinder' style, to be installed off the road, on build outs in central city streets where there is vehicular flow. Council staff do not consider that the new stands proposed at the corner of Manchester and Worcester streets would cause pedestrian congestion or security issues.
30. The representative of The Adventure Centre stated in his submission that while he fully supported initiatives to get more people on bikes he took issue with the support offered by the Council to Nextbike, a commercial operator, to the detriment of current Christchurch businesses. These included his own business and Wheel 'n' Deals Cycles. While he appreciated the efforts made to satisfy all parties in relation to the allocation of Nextbike stands he stated that he objected to the whole concept of the new scheme. He raised maintenance and safety concerns in relation to Nextbike and said he did not believe the new hire cycles would be used by Christchurch residents. According to the representative of The Adventure Centre the Council was financially assisting the set up of a company which derived its main income from advertising on Nextbike cycles parked on public land.

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31. The sites proposed by Council staff have been chosen in consideration of best practice guidelines for short to medium term cycle parking facilities. In summary, these are intended to cater for an expected length of stay of 5-30 minutes and be suitable for visitors to local shops, banks, post office, commercial premises, office buildings etc. The recommended location of such stands is within 20 metres of the main pedestrian entrance to buildings, under cover if existing shelter is available, located to ensure good passive surveillance, and with good lighting. In addition to these considerations, public safety, technical and spatial limitations and heritage values were considered. Potentially suitable sites located in recreation reserve areas were examined, but deemed unfeasible by staff. The costs of converting a short-term car parking facility on Gloucester Street into a cycle parking facility was outside the budget of this project. As the central city upgrades continue, additional complementary secure cycle parking facility provision levels will also improve level of service provision for active modes in the central city.

STAFF RECOMMENDATION

That the Council approve:

- (a) The installation of 47 new cycle stands proposed for both commercial use and public use, as shown on **Attachment 1**.
- (b) The use by Nextbike New Zealand Ltd of 22 existing stands, and 22 new stands installed to replace existing racks as part of this project or new stands installed as part of this project, plus six new stands installed as part of other projects.
- (c) These bicycle stands be installed on the proviso that Nextbike New Zealand Ltd does not seek to restrict public use of any of these stands when they are not occupied by Nextbike cycles.
- (d) That staff be authorised to sign a temporary Licence to Occupy with Nextbike New Zealand Ltd for an initial period of 24 months at a 'peppercorn' rental. This agreement will be subject to review at the end of the 24 months, and a further report at that time if the licence is to be continued.

BOARD CONSIDERATION

The Board considered the report seeking the Council's approval on the location of 50 cycle stands in the central city for lease by a commercial cycle hire company, and the installation of additional stands for public use. A deputation on this matter was heard from Julian Hulls of Next Bike New Zealand in support of the staff recommendation, clause 5.1 of the minutes refers.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND (THE ISSUES)

32. Nextbike NZ Ltd (formerly GoodGear Bikes) approached the City Council in 2008 seeking to expand its operations into Christchurch City. This initiative was regarded as a low risk opportunity for the Council to trial a scheme that had proven to be a successful model overseas.
33. As a result a report was prepared by staff for the Hagley/Ferrymead Community Board outlining the opportunity. At its meeting on 2 July 2008 the Board recommended to the Council the following:
- (a) To authorise staff to propose the locations.
 - (b) Report back to the Board and the Council on these locations for up to 50 additional bicycle stands in the central city for use by GoodGear Bikes.

- (c) These bicycle stands be installed on the proviso that GoodGear does not seek to restrict public use of any of these stands when they are not occupied by GoodGear bicycles.

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- 34. In response the City Council resolved on 14 August 2008 to:
 - (a) Support the GoodGear Bikes proposal in principle.
 - (b) Authorise staff to sign a temporary Licence to Occupy with GoodGear Bikes for an initial period of 24 months at a 'peppercorn' rental. This agreement will be subject to review at the end of the 24 months.
 - (c) Authorise staff to propose the locations, and to report back to the Board and the Council on these locations, of up to 50 additional bicycle stands in the central city for use by GoodGear bikes. These bicycle stands be installed on the proviso that GoodGear does not seek to restrict public use of any of these stands when they are not occupied by GoodGear bicycles.
- 35. In February 2009, the Community Board was asked to approve in principle specific sites required for cycle parking in the central city. A spokesman for Adventure Centre Ltd and Wheels and Deals advised the Board that their businesses would be adversely affected by the project as both businesses already hired cycles to tourists. Proposed stands in Cathedral Square and Gloucester Street were of particular concern. The Community Board approved in principle:
 - (a) The location of the proposed cycle stands as shown on an attached schedule to allow individual consultation on all locations to be carried out and be reported back to the Board for recommendation to the Council.
 - (b) That installation of any of these cycle stands be on the proviso that Nextbike does not seek to restrict public use of any of these stands when they are not occupied by Nextbike Cycles.
- 36. Following the Board's approval in principle the project team's brief was amended to also improve the level of service for public short to medium term cycle parking in the central city. This would be achieved by installing additional stands in the central business district (CBD).

THE OBJECTIVES

- 37. The primary objectives of the project are to:
 - (a) Improve the level of service for cyclists in the CBD as a means of encouraging modal shift from car use to active travel modes in line with national active transport targets.
 - (b) Increase 'end of journey' cycle parking facility level provision for short to medium term parking.
 - (c) Establish a generic style/brand of cycle parking facility.
 - (d) Improve safety for cyclists.
 - (e) Improve the perceived status of cycling through improved cycle parking provision.
 - (f) Complete the project within the 2009/10 financial year.
 - (g) Complete the project within the allocated budget.
- 38. The secondary objectives of the project are to:
 - (a) Maintain or improve levels of service for pedestrians.

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- (b) Maintain or improve levels of service for people with mobility impairment.
- (c) Maintain or improve levels of safety for all road users.

2. HEREFORD STREET UPGRADE

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Jennie Hamilton, Consultation Leader Transport

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council approve the narrowing of Hereford Street between Oxford Terrace and Manchester Street in order to slow traffic and create a pedestrian-friendly design that supports local businesses and also provides additional scope for landscaping and outdoor dining (refer **Attachment 1**).

EXECUTIVE SUMMARY

2. The project will be implemented in two stages; a streetscape plan that includes kerb realignment and threshold treatments aimed at improving pedestrian amenity, and reduced vehicle speeds.
3. Construction of the first stage of the project, from Oxford Terrace to Colombo Street, is currently planned from April to July 2010 to coordinate with the proposed tram extension in the inner city. The second stage, from Colombo Street to Manchester Street, is scheduled for construction from March to July 2012. Both stages are subject to a resource consent which will be applied for following the Council's approval of the proposed scheme.
4. The proposed Hereford Street design is part of the Council's wider central city revitalisation programme and has been developed as a prototype for other street upgrades in the central city. It is supportive of Council policy, decisions and commitments to the central city over the past decade.
5. In 2006, the Council adopted the Central City Revitalisation Strategy – Stage II. The five key priorities of the Council in the central city as stated in the Strategy are:
 - (a) To increase the residential population
 - (b) To grow businesses
 - (c) To enhance public spaces
 - (d) To improve transport
 - (e) To redevelop under-utilised sites.
6. This project directly links to the priorities of enhancing public spaces and improving transport. The Revitalisation Strategy also contains specific actions that the Council is committed to as a means of implementing the Strategy. Page 41 of the Strategy commits the Council to carrying out at least one "pedestrian-oriented upgrade along one block of the central city" per year. Page 43 identifies Hereford Street as a priority street for receiving such an upgrade.
7. The Central City Revitalisation Strategy is underpinned by the Central City Transport Concept. This Concept was adopted in 2005 and states that the Council will develop a pedestrian-orientated 'slow core' in the central city.
8. Although the 'Public Life Public Space' project by Gehl Architects has not yet been endorsed by the Council, the Hereford Street project was reviewed by the team from Gehl Architects who supported the proposed objectives and design. Work on a draft 'Central City Streetscape Plan' is also near completion and it is intended to report this to the Council next year. The proposed work in Hereford Street aligns with the draft Central City Streetscape Plan.

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9. Objectives of the project are to:
- (a) Develop a prototype streetscape design for 'slow streets' which can be used for busier traffic links in the central city
 - (b) Introduce appropriate engineering measures in order to encourage a speed regime of 30 kilometres per hour or less that can subsequently be supported by a legally enforceable speed limit of 30 kilometres per hour
 - (c) Give more priority to pedestrian movements and amenity, assisted by creating a slow speed environment
 - (d) Accommodate on street servicing, car parking, bus and cycle movements
 - (e) Provide for a tree/landscaping scheme consistent with the draft Central City Streetscape Plan and including the use of selected street furniture and paving details
 - (f) Integrate cross-block lanes and arcades into the streetscape design to facilitate pedestrian movement
 - (g) Support local businesses (eg wider footpath for dining)
 - (h) Provide cycle parking and access opportunities.

FINANCIAL IMPLICATIONS

10. Funding for the project is provided in the Long Term Council Community Plan (2009-2019) Inner City Transport, page 247.

Do the Recommendations of this Report Align with 2009-19 Long Term Council Community Plan budgets?

11. Yes, based on current estimates there is sufficient budget allocated within the 2009-2019 LTCCP to implement this project.

LEGAL CONSIDERATIONS

12. A resource consent is necessary before work can start as Hereford Street is a collector road and the proposed plan narrows the road to 11 metres and six metres and includes traffic calming measures.
13. A resource consent is also required in relation to construction work in the vicinity of the Golden Ash in front of No 77 Hereford Street and other trees on the west side of the Hereford Street/Oxford Terrace intersection which have special purpose road zone designation status because work will occur within 10 metres of these trees.
14. Under the Historic Places Act 1993 it is unlawful for any person to destroy, damage or modify any part of an archaeological site associated with pre-1900 human activity without the prior authority of the New Zealand Historic Places Trust (NZHPT). As most, if not all, of the proposed works will be within the foundation formation of the existing road the NZHPT has agreed that the project can be covered by 'accidental discovery protocols' to be referenced in tender documents.
15. Nine historic buildings in the project area are listed as heritage items in the City Plan. As the works are confined to the road and footpath and do not impact directly on the buildings, no consents are needed.

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16. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
17. The installation of any parking restriction signs and/or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

18. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

19. Aligns with the Council's community outcomes for safety and community – a safe city; a city of inclusive and diverse communities; a city of people who value and protect the natural environment; a well governed city; a prosperous city; a healthy city; a city for recreation, fun and creativity; a city of lifelong learning; an attractive well-designed city. The project also contributes to improving the level of service for pedestrian safety.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

20. As above.

ALIGNMENT WITH STRATEGIES

21. The recommendations align with the Central City Revitalisation Strategy, the Central City Draft Streetscape Plan and associated Gateways Programme, the Parking Strategy 2003 and the Christchurch Central City Street Trees and Gardens Master Plan.

CONSULTATION FULFILMENT

22. The proposal was presented to the Hagley/Ferrymead Community Board on 14 July 2009 prior to consultation taking place. Board members raised a number of issues, and subsequently received detailed responses from the project manager.
23. Members sought more information on the appearance and safety of the proposed pavers. They were advised that the Firth pavers, which are manufactured locally, are relatively easy to clean and long lasting. They were also the preferred option of the Council's cleaning contract managers. The natural colour of the honed aggregate from the Waimakariri River will enhance the streetscape. In Hereford Street the light colour will be an advantage due to the shadiness of an east-west street. The Council will need to monitor glare as the pavers weather and, if necessary, review the level of 'whiteness' for sunnier streets. Paver joints, which can be problematic for high heels and white canes, are necessary to provide structural strength for flexible paved surfaces such as the one proposed. Smaller chambers on the edges of blocks have been specified to minimise possible tripping or jamming hazards.
24. Community Board members were advised that grass was not practical because of the high pedestrian numbers (more than 10,000 a day). However, the streetscape would not look sterile as plans provide for moveable planters, similar to the ones in Cashel Mall, and as many street trees as possible given the high number of major underground services in the street.
25. When the issue of P30 parking was raised, Community Board members were advised that the purpose of P30 parks was to increase the turnover of parking to compensate for the loss of revenue associated with the proposed removal of existing parking. Motorists wishing to park for longer periods are encouraged to use long stay parking facilities in the vicinity including: Farmers Building Car Park, Manchester Street Car Park, Lichfield Street Park and The Crossing.

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26. The Parking Strategy, which was adopted by the Council as policy in June 2003 states with regard to business areas:
 - (a) Policy 7G - On Street Parking: To use a mix of pricing regimes, time and parking restrictions to encourage the turn over of on street parking in areas of high demand
 - (b) Policy 7I - On Street Parking: To minimise parking provision in areas where high-quality street amenity is desired.
27. While at present P60 parking restrictions are prevalent within the core of the central city it is understood that the current Parking Strategy does not stand in the way of introducing P30 restrictions to these sections of Hereford Street. The Council, in its discretion, has the ability to determine this and would be doing so via sign off of the plan.
28. After raising the possibility of right angled seating and wind breaks the Community Board was advised that seating shown on the consultation plan has been proposed with the intention of providing short-term seating facilities. While wind breaks would provide more shelter, these are currently excluded from the scope of this project as they would have to be constructed either in perforated steel, which might have a visual impact, or in a transparent material such as Perspex or safety glass, which might be prone to vandalism.
29. Questioned about tour bus parking Community Board members were informed that there was a space provided for tourist buses to park close to the Ibis Hotel. After discussions with the hotel this dedicated space has been replaced by a Goods Vehicle Only (GVO) space which is more flexible and would be used throughout the day.
30. Responding to a question about the value of shading diagrams, the project team said there would be a significant cost in providing shading diagrams and the project could not control or alter any of the buildings which currently shade the street. There had been requests for kerb extensions to provide outdoor seating from different businesses along Hereford Street which provided some of the initial impetus to start this project. This suggests that local businesses believe there is scope for outdoor dining and seating.
31. Following the presentation to the Community Board, no changes were made to the plan that went out to consultation.
32. Community consultation on the preferred option was undertaken between 12 August and 2 September 2009. More than 350 consultation leaflets were hand delivered to businesses in the Hereford Street between Oxford Terrace and Manchester Street and in the vicinity of the two blocks. In addition leaflets were posted or emailed to other stakeholders including 53 absentee property owners, the Central City Business Association, the Inner City West Neighbourhood Association and the Inner City East Neighbourhood Group.
33. 76 submissions were received. Of these 30 (39.47 percent) generally supported the proposal, 14 (18.42 percent) did not indicate whether they were for or against, and 32 (42.11 percent) did not support the consultation plan.
34. Many of those opposing the proposal were concerned about narrowing the street to 10 metres and six metres, and reducing the number of parking spaces by ten. They stated that together, these two changes would add to the congestion and make it harder for businesses to be serviced. Both impacts would also deter potential customers. Many opponents of the plan submitted that much of the project area was shaded and a wind tunnel and was not conducive to outdoor dining.

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35. On the other hand, the Central City Business Association, representing 400 central city businesses and owners on the south side of Hereford Street near Oxford Terrace, called for the wider footpath on that side of the street to be extended to provide more outdoor dining opportunities. Police and a Crime Prevention Through Environmental Design (CPTED) report also supported the general widening of the footpaths to help address some of the night time crime issues. More than a third of submitters supported efforts to improve the environment for pedestrians and the amenity of the street.
36. Ibis Hotel and two other businesses opposed the proposed temporary night time taxi stands between Oxford Terrace and Colombo Street to operate from 11pm to 5am. These stands were relocated to the Hereford Bridge area as part of the Central City Taxi Stand project. However, after concerns were expressed by senior police officers 10 night time taxi stands (five on the north side and five on the south side) were reinstated in the final recommended plan for the Hereford Upgrade. Those proposed on the north side of Hereford Street were moved further away from the Ibis Hotel to reduce the possibility of future noise problems. Night time taxi stands between Colombo Street and Manchester Street have been removed from the final recommended plan. (All resolutions relating to proposed night time taxi stands in Hereford Street are dealt with in a separate Part A report on Central City Night Time Taxi Stands.)
37. As a result of consultation and further review by the project team a number of changes were made to the kerb alignment and parking in the final recommended plan (refer **attachment 1**) for Council approval. These changes include:
- (a) A re-evaluation of the width of parking lanes provided, increasing the width from 2 metres to 2.5 metres to facilitate movement and parking of larger vehicles using the street
 - (b) A re-evaluation of the kerb alignment providing widening adjacent to 90 Hereford Street, with footpath widths reduced at 76, 114 to 116 and 120 Hereford Street, in order to maximise parking and loading spaces provided
 - (c) A marginal reduction in the extent of footway widening in front of 77 Hereford Street to accommodate loading vehicle parking
 - (d) A reconsideration of parking allocation throughout the two blocks, providing 32 P30 spaces, 12 P5 spaces, seven P5 Goods Vehicle Only (GVO) spaces, one P30 Motorcycle space and four Mobility Parking spaces, reflecting consultation concerns in relation to the provision and distribution of sufficient loading facilities. In particular changes have been made to the following:
 - (i) Two mobility parking spaces are provided in the vicinity of Community Trust House at 141 Hereford Street (an increase of one compared to the consultation plan). One additional mobility parking space is provided close to the ANZ Bank on the corner of Colombo Street. The mobility park outside 79 Hereford Street remains. With the exception of the mobility parking space provided close to the ANZ bank, (which will operate as a standard P30 space), the mobility parking spaces will each operate on a Pay and Display basis;
 - (ii) P5 Goods Vehicle Only spaces are provided at 77, 104, 107 (replacing the previously proposed Coach Parking), 150, 159, 164 Hereford Street and outside the BNZ bank, ensuring regular provision across the two blocks, and limiting distance between spaces. This increased provision in the final recommended plan reflects concerns highlighted in the consultation process in relation to the number of service spaces required;
 - (iii) P5 spaces are provided in front of the Telecom building and outside 78, 109 (2), 114, 120 (2), 137, 144, 161, 164, 165 Hereford Street. This again ensures regular provision across the two blocks, limiting the distance between spaces. Again, this increased provision when compare to the seven P5 spaces previously proposed reflects concerns highlighted in the consultation process.

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- (iv) One P30 motorcycle space is provided at 116 Hereford Street;
 - (v) The remaining 32 spaces will operate as P30 pay and display spaces, compared to the 38 spaces in the consultation plan.
38. As a result of concerns highlighted in the consultation process and a Crime Prevention Through Environmental Design (CPTED) Report, a review was undertaken of landscape planting, rubbish bins, cycle parking and seating provision. Further investigation work is required during the detailed design phase of the project to confirm the exact location of the extensive underground services before finalising the number of trees which can be planted. The type of landscaping shown in the attached final recommended plan may be subject to change. Where further indications indicate that full tree pits are impossible, partial tree pits or planter boxes will be provided. At this stage it is anticipated that landscaping will include:
- (a) A reconfiguration of the area around the existing pedestrian crossing between Colombo Street and Manchester Street, reducing cycle parking on the south east side of the crossing, increasing cycle parking to the north west. The area to the south west of the crossing is also reconfigured, with the western existing tree removed and replaced with a tree located in a planter box closer to the kerb edge. All seating in the area is removed, reflecting recommendations from the CPTED audit, and the western rubbish bin removed. The proposed tree on the north west side of the crossing is replaced with a 150 millimetre high planter. The proposed tree on the south east side of the crossing is removed.
 - (b) Retention of the tree proposed in front of 85 Hereford Street. However, this is subject to obtaining satisfactory results from investigations of underground services. If satisfactory results are not obtained alternative landscaping arrangements will be made at this location.
 - (c) Removal of the tree located outside the Telecom building.
 - (d) The relocation of the new tree previously proposed in front of 107 Hereford Street to a location outside 109 Hereford Street. This is subject to obtaining satisfactory results from investigations of underground services. If satisfactory results are not obtained alternative landscaping arrangements will be made at this location.
 - (e) Relocation of the tree (and seating) previously proposed outside of 84 Hereford Street to a point further to the east (still in front of the Monkey Bar).
 - (f) Relocation of the tree previously proposed outside 88 Hereford Street to a point outside 90 Hereford Street, reflecting the greater footpath widening provided in this area. (It is now no longer proposed to provide seating under this tree.);
 - (g) Relocation of the tree previously proposed outside of 104/106 Hereford Street to a point outside Shades Arcade;
 - (h) Removal of one of the two new trees (and associated seating) previously proposed outside 112 Hereford Street, with the remaining tree relocated slightly to the north west, and the adjacent seating removed. This is subject to obtaining satisfactory results from investigations of underground services. If satisfactory results are not obtained alternative landscaping arrangements will be made at this location;
 - (i) Removal of the new tree (and seating) previously proposed outside of 116 Hereford Street;
 - (j) Removal of two of the three existing trees in front of 118 to 120 Hereford Street (and the adjacent seating to the most eastern of these trees);
 - (k) A new tree outside 136 Hereford Street;

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- (l) The removal of four trees in front of 164 Hereford Street, and their replacement with two new Turkish Hazel trees closer to the new kerb edge;
- (m) An additional planter located between the two P5 spaces outside the Hotel Ibis at 109 Hereford Street;
- (n) Removal of two planters outside 90 Hereford Street;
- (o) Relocation of the planter located outside 92 to 96 Hereford Street to ensure that the planter lies on the boundary of two parking spaces;
- (p) As detailed above, amendments to the provision of new planters at the existing pedestrian crossing point between Colombo Street and Manchester Street;
- (q) The removal of three cycle stands from the eight previously proposed at 77 Hereford Street;
- (r) The removal of the cycle station from the scheme, which will instead be considered at a later date;
- (s) The provision of two cycle stands outside 76 Hereford Street;
- (t) The provision of two additional cycle parks to the two cycle parks currently proposed outside Shades Arcade (108 Hereford Street), all of which will be relocated slightly closer northwards towards the kerb edge;
- (u) Relocation of the two cycle parks previously located in front of 120 Hereford Street to a location to provide four cycle parks currently at 126 Hereford Street;
- (v) The provision of one additional cycle park to the three cycle parks proposed outside BNZ House, all of which will be relocated slightly closer south-westwards towards the kerb edge;
- (w) Provision of an additional rubbish bin outside 77, 91, 76, 112, 116, 130 (further to the east), 138, and 164 Hereford Street, outside the ANZ Bank, and relocation of the rubbish bin provided outside 172 Hereford Street to outside 176 Hereford Street;
- (x) Removal of seating previously proposed at 88, 112, 116, 120, 130, and 152 Hereford Street;

STAFF RECOMMENDATION

That the Council:

- (a) Approve the narrowing of Hereford Street between Oxford Terrace and Manchester Street in order to slow traffic and create a pedestrian-friendly design that supports local businesses and also provides additional scope for landscaping and outdoor dining, as shown in TP 197901 (**Attachment 1**).
- (b) Revoke existing no stopping:
 - (i) That all existing no stopping resolutions on the north side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (ii) That all existing no stopping resolutions on the south side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (iii) That all existing no stopping resolutions on the north side of Hereford Street between Colombo Street and Manchester Street be revoked.

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- (iv) That all existing no stopping resolutions on the south side of Hereford Street between Colombo Street and Manchester Street be revoked.
- (c) Revoke existing parking restrictions:
 - (i) That all existing parking restrictions on the north side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (ii) That all existing parking restrictions on the south side of Hereford Street between Oxford Terrace and Colombo Street be revoked.
 - (iii) That all existing parking restrictions on the north side of Hereford Street between Colombo Street and Manchester Street be revoked.
 - (iv) That all existing parking restrictions on the south side of Hereford Street between Colombo Street and Manchester Street be revoked.
- (d) New no stopping:
 - (i) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Oxford Terrace and extending 20 metres in an easterly direction.
 - (ii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 49 metres east of its intersection with Oxford Terrace and extending 12 metres in an easterly direction.
 - (iii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 129 metres east of its intersection with Oxford Terrace and extending 12 metres in an easterly direction.
 - (iv) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 155 metres east of its intersection with Oxford Terrace and extending 11 metres in an easterly direction.
 - (v) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Colombo Street and extending 37 metres in a westerly direction.
 - (vi) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at its intersection with Oxford Terrace and extending 25 metres in an easterly direction.
 - (vii) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 36 metres east of its intersection with Oxford Terrace and extending 37 metres in an easterly direction.
 - (viii) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 120 metres east of its intersection with Oxford Terrace and extending 24 metres in an easterly direction.
 - (ix) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 159 metres east of its intersection with Oxford Terrace and extending 17 metres in an easterly direction.
 - (x) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at its intersection with Colombo Street and extending 26 metres in an easterly direction.

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- (xi) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Colombo Street and extending 21 metres in an easterly direction.
 - (xii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 83 metres east of its intersection with Colombo Street and extending 35 metres in an easterly direction.
 - (xiii) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Manchester Street and extending 50 metres in a westerly direction.
 - (xiv) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at its intersection with Colombo Street and extending 46 metres in an easterly direction.
 - (xv) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 86 metres east of its intersection with Colombo Street and extending 44 metres in an easterly direction.
 - (xvi) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 182 metres east of its intersection with Colombo Street and extending 14 metres in an easterly direction.
 - (xvii) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a its intersection with Manchester Street and extending 11 metres in a westerly direction.
- (e) New Loading Zone:
- (i) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 20 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (ii) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 114 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 16 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (iii) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the south side of Hereford Street commencing at a point 111 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (iv) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 21 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.

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- (v) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the north side of Hereford Street commencing at a point 152 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (vi) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the south side of Hereford Street commencing at a point 77.0 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (vii) That a time limited Loading Zone - Goods Vehicles Only (maximum period of five minutes) be created on the south side of Hereford Street commencing at a point 173 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (f) Parking Meters
- (i) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 29 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 7 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (ii) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 61 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 31 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (iii) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 81 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 24 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (iv) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 30 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 39 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (v) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 128 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 19 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
 - (vi) That Parking Meters with a time limit of 30 minutes be installed on the north side of Hereford Street commencing at a point 161 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 7 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.

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- (vii) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 46 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 19 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (viii) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 130 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 13 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (ix) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 148 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 19 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (x) That Parking Meters with a time limit of 30 minutes be installed on the south side of Hereford Street commencing at a point 11 metres west from its intersection with Manchester Street and extending in a westerly direction for a distance of 25 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (xi) That Parking Meters with a time limit of 30 minutes At Any Time be installed for Mobility parking on the north side of Hereford Street commencing at a point 35 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 7 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (xii) That Parking Meters with a time limit of 30 minutes At Any Time be installed for Mobility parking on the north side of Hereford Street commencing at a point 75 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 8 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (xiii) That Parking Meters with a time limit of 30 minutes At Any Time be installed for Mobility parking on the north side of Hereford Street commencing at a point 119 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 9 metres. This restriction is to apply between the hours of 9am and 5pm on Monday to Thursday, 9am to 8.30pm on Friday and 9am to 1pm on a Saturday.
- (g) New parking restriction
 - (i) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 100 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 6 metres.
 - (ii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 142 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 13 metres.
 - (iii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 25.0 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 6 metres.

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- (iv) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 145 metres east from its intersection with Oxford Terrace and extending in an easterly direction for a distance of 6 metres.
- (v) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 31 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 12 metres.
- (vi) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 69 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 7 metres.
- (vii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the north side of Hereford Street commencing at a point 50 metres west from its intersection with Manchester Street and extending in a westerly direction for a distance of 13 metres.
- (viii) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 71 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 6 metres.
- (ix) That the parking of vehicles be restricted to a maximum period of five minutes At Any Time on the south side of Hereford Street commencing at a point 167 metres east from its intersection with Colombo Street and extending in an easterly direction for a distance of 7 metres.
- (x) That a Mobility Park with a time limit of 30 minutes at any time be installed on the north side of Hereford Street commencing at a point 37 metres west from its intersection with Colombo Street and extending in a westerly direction for a distance of 7 metres.
- (xi) That the parking of vehicles be restricted to a maximum period of 30 minutes at any time for motorcycles only on the south side of Hereford Street commencing at a point 155 metres from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 4 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

BACKGROUND

- 39. The two sections of Hereford Street from Oxford Terrace to Manchester Street are approximately 450 metres long. The street is lined with businesses with a number of retail outlets on the ground floor.
- 40. An extensive network of underground services, especially for Telecom and TelstraClear, impacts on landscaping opportunities above ground. It is understood that ducting for Fibre optic cabling has been laid by Enable Networks in the Oxford Terrace to Manchester Street sections of Hereford Street.
- 41. Hereford Street was first developed as a commercial area in the 1860s and Shand's Emporium at 88 Hereford Street survives as the city's oldest commercial timber building. Other historic buildings contribute to the diverse streetscape.

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42. Hereford Street, between Oxford Terrace and Manchester Street, carries an average of 11,056 vehicles a day, according to the last traffic volume survey.
43. The tram extension will cross Hereford Street at the Colombo Street and Oxford Terrace intersections. Work on both projects is to be co-ordinated.
44. According to the New Zealand Transport Agency (NZTA) Crash Analysis Database 68 crashes were reported in these sections of Hereford Street between 2003 and 2008. 91 of the crashes involved cars and 57 per cent of the crashes occurred at intersections. 22 crashes resulted in injuries, with seven of these involving serious injuries. Three crashes involved bicycles and 10 involved pedestrians. Overall, 37 per cent of all crashes occurred between 7pm and 6am.

HOW DOES THE PROPOSED PLAN MEET OBJECTIVES

45. The aims and objectives are to be met in this project by:
 - (a) Developing a prototype design for slow streets in the inner city that focuses on 'shared priority', safety and amenity values.
 - (b) Encouraging traffic to slow to 30 kilometres per hour by narrowing the road to 10 metres and 6 metres and creating additional raised crossing points. A 30 kilometres per hour speed limit may be enforced in the future.
 - (c) Giving more priority to pedestrian movements and amenity by providing wider footpaths and improved landscaping.
 - (d) Providing goods vehicle only parks at regular intervals to service businesses, more P5 car parking for short term visits and more mobility parks for disabled drivers. The change from P60 to P30 parking is designed to increase the turnover of parking. Drivers who require longer term parking are encouraged to use car parking buildings. The narrowed street is designed to accommodate buses.
 - (e) Providing trees and landscaping features such as seats, cycle stands and rubbish bins consistent with the draft Central City Streetscape Plan. The concentration of underground services precludes the planting of trees in sections of the street. In locations where full tree pits are impossible, partial tree pits or planter boxes will be provided.
 - (f) Integrating cross block lanes and arcades into the streetscape design to facilitate pedestrian movement on established desire lines.
 - (g) Supporting local businesses by regularly spaced loading zones and providing a wider footpath for dining opportunities.
 - (h) Providing increased cycle parking.

THE OPTIONS

46. Three options were considered for these two blocks of Hereford Street. Option three was preferred because it best met project objectives. It formed the basis of the plan taken to the community for consultation.

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OPTION ONE

47. Option One involves no changes to the existing road environment which comprises a 14 metre wide road, including 2 metre wide on street parallel parking abutting the kerb on both sides of Hereford Street. The footpaths are 3.1 metres on the north side and 3.3 metres wide on the south side. Four pedestrian crossing facilities include three signalised crossings at intersections and a mid-block zebra crossing between Colombo Street and Manchester Street.

OPTION TWO

48. Option Two provides 2 metre wide median islands along the two blocks to reduce traffic speed and provide better crossing facilities. It includes an 8 metre carriageway with 2 metre wide median islands. On street 2 metre parallel parking abuts the kerb on both sides of Hereford Street. It also includes wider (3.56 metre) footpaths along both sides to accommodate through movement of pedestrians, tighter radii at all intersections to provide better pedestrian crossing arrangements and for slowing turning vehicles, and no changes to existing parking.

OPTION THREE

49. Option Three provides a 10 metre wide and 6 metre wide carriageway along with on street parallel parking abutting the kerb on both sides of Hereford Street. Wide footpaths facilitate through movement of pedestrians. In later modifications the flush bluestone kerb was replaced with 50 millimetre high concrete kerb and channel between the footpath and carriageway to stop vehicles driving on the footpath.

THE PREFERRED OPTION

50. Option Three is the preferred option and encompasses the following physical works:
- (a) The road cross section as shown in **Attachment 1**.
 - (b) The kerb alignment, parking designation and landscaping arrangements as shown in Attachment 1.
 - (c) 50 millimetre high concrete kerb and channel between the footpath and the carriageway to stop vehicles from driving on to the footpath.
 - (d) New platforms in four locations over the two blocks, raised 50 millimetres to lie flush with the kerb.
 - (e) 6.5 metre wide carriageway and 2.5 metre wide on street parallel parking abuts the kerb on both sides of Hereford Street in the section between Colombo Street and the raised zebra crossing.
 - (f) 6 metre wide carriageway and 2.5 metre wide on street parallel parking abuts the kerb on both sides of the remainder of Hereford Street.
 - (g) Footpaths widened to between 6 metres and 8.5 metres on the southern side of the blocks, an increase of a minimum of 1.5 metres over the existing footpath width.
 - (h) Footpaths widened to between 3 metres and 7.1 metres on the northern side of the blocks.
 - (i) Interpath channel/grate slot drain on the footpath. They are located along the existing kerb alignment to utilise the existing under channel stormwater pipe. The interpath channel is located on the south side of Hereford Street in the Oxford Terrace to Colombo Street block.

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- (j) Tighter kerb radius at the intersections with Oxford Terrace and Colombo Street to facilitate pedestrian crossing facilities and also to slow down turning vehicles at the intersections.
- (k) Single lane approaches to Colombo Street and Oxford Terrace intersection in the Oxford Terrace/Colombo Street section of Hereford Street.
- (l) The provision of 32 P30 spaces, 12 P5 spaces, seven P5 Goods Vehicle Only (GVO) spaces, one P30 Motorcycle space and four Mobility Parking spaces.
- (m) Parking bays provided at varying lengths between 5.5 metres (for end of block) and 6.5 metres (centre block), increased to 7 metres and 9 metres for mobility access spaces. P5 Loading GVO spaces provided at 9 metres.
- (n) The end of the parking bays are chamfered to allow easier access for vehicles.
- (o) Three 7.5 metre long flush platforms with pavers and rumble strips to the west of the Colombo Street/Hereford Street intersection to create a slow road environment and also to provide better crossing facilities along the busiest section of the study area. There will be a 9.7 metre long flush platform with similar treatment at Tramway Lane.
- (p) The street lighting will be located on the alternate sides of the road along Hereford Street, in a staggered arrangement, instead of the opposite arrangement as proposed in the earlier report.
- (q) No change to the existing raised zebra crossing between Colombo Street and Manchester Street. Adjacent landscaping and cycle parking will however be changed. (See paragraph 38a)
- (r) The removal of seven existing street trees, with up to 14 additional trees proposed elsewhere along Hereford Street; subject to further investigations of underground services.
- (s) The provision of a total of 10 rubbish bins.
- (t) The provision of a total of four seats which will have arms, following feedback from submitters.
- (u) The provision of a total of 46 cycle stands.
- (v) The removal of the proposed future cycle station outside the ANZ bank near the Colombo/Hereford Street intersection. However, space will be maintained in this area to ensure the cycle station can be provided at a later date, if required.

3. HEREFORD, LICHFIELD AND MANCHESTER STREET – PROPOSED NIGHT-TIME ONLY TAXI STANDS

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Steve Hughes, Traffic Engineer - Community

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council approve improved Taxi Stand facilities during peak periods at night in the high demand areas of Hereford, Manchester and Lichfield Streets.

EXECUTIVE SUMMARY

2. Council staff have received a request from the Christchurch Central Business District Transport Accord to install additional Taxi Stands in a number of busy locations in the central business district to meet late night demand (refer **attachment 1**).
3. The Transport Accord is made up of representatives of the Christchurch Police, New Zealand Transport Agency, Christchurch City Council, Taxi and Bus Company Representatives and other Transport Related Parties. The objectives of the accord are;
 - (a) To encourage people to use public transport
 - (b) To improve the image of the transport industry
 - (c) To improve central city traffic management
 - (d) To ensure personal safety for everyone
 - (e) To build better relationships between stakeholders and the public
 - (f) To encourage people not to drive after drinking.
4. To achieve some of the above objectives, it has been requested by representatives of the Christchurch Police and Taxi Companies to install additional Taxi Stands in parts of the Central Business District. It is therefore proposed to use existing daytime parking facilities as Night Time Only Taxi Stands.
5. This will be the first step of a three step approach to solving taxi congestion problems in parts of the Central Business District (CBD). The other steps involve taxi drivers creating a Code of Conduct and increased enforcement of breaches of legislation.
6. There is a shortage of space on existing taxi stands in busy areas between 11pm and 5am from Thursday to Saturday. In some areas there are often far more taxis trying to utilise the taxi stands than can be accommodated with the result that often they double park in busy traffic lanes. However, as often there is no vacant parking spaces available, there is little alternative other than for taxis to double park to meet customer demands to be taken to a specific location.
7. The Land Transport (Road User) Rule 2004 makes allowances for taxi drivers to double park, as long as it takes place during the picking up or setting down of passengers in connection with their carriage for hire or reward. Conditions include showing due consideration for the safety and convenience of other road users. While they are meeting customer demands by dropping off or picking up passengers close to the requested location, by double parking they are frequently in breach of the above legislation by being inconsiderate to other road users and by creating a traffic safety hazard.
8. While this problem mainly occurs on Thursday, Friday and Saturday nights, any Night Time Only Taxi Stand restriction should apply for seven days a week to cover public holidays occurring outside those days. It would also be preferable to have the restrictions apply seven days a week so that the signs are simple, clear, and unambiguous.

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9. The effect of this proposal will be to provide an improved facility for taxi operators, their customers, other road users, and the public. It will also negate the use of the explanation that they have no alternative.
10. The areas identified as urgently requiring these dedicated larger Night Time Taxi Stands installed are:
 - (a) Hereford Street, near Oxford Terrace.
 - (b) Manchester Street between Cashel and Hereford Streets.
 - (c) Lichfield Street between Colombo and Manchester Streets.
11. Initially a fourth area of Night Time Taxi Parking on the south side of Hereford Street east of Colombo Street was deemed necessary as a feeder area for the existing Taxi Stands on the western side of Colombo Street. However this location was discarded after consultation when it was found that the tail or entry end of the existing Taxi Stand that extends south along Colombo Street could not be seen from the head of the proposed feeder location.

Hereford Street near Oxford Terrace

12. There are approximately 25 bars, clubs, restaurants or licensed premises in close proximity to the Hereford Street/Oxford Terrace intersection. Currently the only dedicated Taxi Stands in the area are for two taxis on Oxford Terrace south of the Bridge of Remembrance near Lichfield Street. This area is being reviewed as part of the "Part Time Pedestrian Mall" proposal.
13. It is proposed that two areas of Night Time Only Taxi Stands be installed in Hereford Street to service these bars with one being located between Oxford Terrace and Colombo Street, and the second being on the Hereford Street Bridge over the Avon River. These locations can utilise existing daytime parking facilities as Night Time Only Taxi Stands.
14. Hereford Street is undergoing a major reconstruction between Oxford Terrace and Manchester Street. Initially it is planned to use the current parking facilities until the reconstruction commences. At the completion of the reconstruction, which is estimated to be in September or October 2010, new locations for the Night Time Only Taxi Stands will be established. As the parking layout will change as a result of the street upgrade, these new locations will require separate resolutions at a later date.
15. The location of the second area of Night Time Taxi Stands is on both sides of the Hereford Street Bridge over the Avon River. This location is not only be close to the bars and premises on Oxford Terrace, but can also act as a back up Night Time Only Taxi Stand for when the above mid block Taxi Stand between Oxford Terrace and Colombo Street is not available due to the street reconstruction.

South side of Hereford Street between Oxford Terrace and Colombo Street

16. Along the south side of this part of Hereford Street extending east from the intersection with Oxford Terrace there is currently 12 metres of P5 Loading Zone, eight pay and display metered parking spaces, and a motorcycle parking area that would be a suitable area for use as a Night Time Only Taxi Stand. Outside these times they will be available for normal use.
17. It is proposed that all of the above mentioned parking spaces on the south side of Hereford Street be utilised as Night Time Only Taxi Stands operating from 11pm to 5am Monday to Sunday to provide parking for between nine and 11 taxis.

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18. Six metered parking spaces, two to three P5 restricted parking spaces, and another Motorcycle Stand at the eastern end of this southern side of Hereford Street will remain available for public parking. There are many other parking spaces in surrounding streets.
19. This proposal will provide parking on the south side of Hereford Street for nine to 11 taxis during their busy period without affecting the parking that is available for the use of the public at other times.

North side of Hereford Street between Oxford Terrace and Colombo Street

20. On the north side of Hereford Street commencing at the Oxford Terrace end there is 18 metres of P5 Loading Zone for Goods Vehicles Only and four pay and display metered parking spaces that are suitable for using as Night Time Only Taxi Stands.
21. It is proposed that the P5 Goods Vehicles Only Loading Zone and four Pay and Display metered Parking Spaces be utilised as Night Time Only Taxi Stands to provide parking for between eight to 10 taxis.
22. The four metered parking spaces and three Loading Zone parking spaces will not be available to the public for the overnight parking of vehicles. Four metered parking spaces, one being restricted for Disabled Parking Only At Any Time, as well as other five minute restricted parking areas will remain available for public parking on the north side of this part of Hereford Street. There are many other parking spaces in the surrounding streets.
23. This proposal will provide dedicated parking for between 17 to 21 Taxis mid block in Hereford Street between Oxford Terrace and Colombo Street during the period of highest taxi demand without affecting the availability of parking for other uses at other times.

Hereford Street Bridge South Side

24. Along the south side of the Hereford Street bridge between Oxford and Cambridge Terrace there is currently 69.5 metres of no stopping restrictions. Two lanes of traffic cross the bridge, meaning there is insufficient room at present during busy day time hours to safely install a "full time" taxi stand without it having a detrimental impact on traffic flows. Therefore it is proposed that 30 metres of the existing no stopping area be resolved as Night Time Only Taxi Stands applying from 11pm to 5am from Monday to Sunday. At this time of night, the presence of a taxi stand in the left hand westbound lane on the south side of the Hereford Street Bridge should not have a significant effect on the reduced traffic flows.
25. Once the upgrade to Hereford Street between Oxford Terrace and Manchester Street is completed, the need for this Night Time Only Taxi Stand will be re-assessed and consideration will be given to changing it to applying 24 hours a day and seven days a week or removing it entirely.
26. This proposal would result in no parking spaces being lost and six spaces created for the parking of Taxis.

Hereford Street Bridge North Side

27. Along the north side of the Hereford Street Bridge between Cambridge Terrace and Oxford Terrace there is 24 metres of pay and display metered parking for four vehicles followed by 34 metres of no stopping restrictions. For an unknown reason, the hours of operation of these meters finish at 8.30pm on Friday night, i.e. five days a week. All other parking meters in this area operate from 9am to 6pm from Monday to Sunday or seven days a week.
28. It is proposed that the existing metered parking area on the north side of the Hereford Street Bridge be increased to 29.5 metres to accommodate one more vehicle, with the hours of operation being changed to apply from 9am to 6pm from Monday to Sunday to make it consistent with the other metered parking in the area.

3 Cont'd

29. Following this increase in the number of metered parking spaces, it is then proposed that they then be further resolved to become a Night Time Only Taxi Stand from 11pm to 5am from Monday to Sunday. The existing 34 metres of no stopping restrictions between the end of this area and Oxford Terrace will be reduced to 28.5 metres with no adverse effect on the left turn lane into that street.
30. These changes to the parking on the north side of the Hereford Street Bridge can be made immediately as they will not be affected by any changes made as part of the Hereford Street Upgrade.
31. This proposal means that the number metered parking spaces on the north side of the Hereford Street bridge will increase by one space, and the hours of operation will be made the same as other parking meters in the area. The five spaces will not be available to the public for overnight parking, but as there are many other parking spaces in the surrounding streets there should be no great difficulty in finding alternative parking.
32. Should this proposal be accepted, there will be "part time" parking provided for approximately 12 taxis on the Hereford Street Bridge during times of highest demand. When the proposed Hereford Street Upgrade is finished, full time parking for six taxis could be provided on the south side.

Manchester Street between Hereford Street and Cashel Street

33. In this section of Manchester Street there are around seven restaurants and/or licensed premises.
34. Currently there is parking for six Taxis on the eastern side of Manchester Street with four pay and display metered parking spaces that operate from 9am to 6pm from Monday to Sunday and 14.5 metres of P5 Loading Zone for Goods Vehicles Only that operates from 8am to 6pm from Monday to Sunday.
35. It is proposed that the four metered parking spaces and the P5 Loading Zone for Goods Vehicles Only spaces become Night Time Only Taxi Stands from 11pm to 5am Monday to Sunday. The existing full time Taxi Stand is to remain as it is.
36. This proposal will make a total of 12 parking spaces that will be available for the use of taxis in this high demand area of Manchester Street during the period of highest demand, with no change to the existing parking on the eastern side of Manchester Street in this location at other times.
37. There are nine metered parking spaces on the western side of Manchester Street between Hereford street and Cashel Street that will remain available for the parking of other vehicles as well as many other parking spaces in surrounding streets.

Lichfield Street between Colombo and Manchester Street

38. In this section of Lichfield Street between Colombo Street and Hereford Street there are at least 13 restaurants and / or licensed premises with the majority being on or near the southern side of the street.
39. Currently on the southern side of Lichfield Street there are 11 pay and display metered parking spaces and two times P5 At Any Time parking spaces that could be utilised as Night Time Only Taxi Stands. There are also two existing full time Taxi Stands and two existing P5 Loading Zones for Goods Vehicles Only that become Taxi Stands after 6pm.
40. It is proposed that the existing metered parking spaces and the two times P5 parking At Any Time parking spaces become Night Time Only Taxi Stands from 11pm to 5am Monday to Friday in addition to the existing Taxi Stand facilities mentioned above.

3 Cont'd

41. This will make a total of 17 dedicated night time parking spaces available for the use of Taxis only during the period of highest demand with no change to the existing parking available for general use at other times.
42. There are nine metered parking spaces and two P10 parking spaces on the northern side of Lichfield Street that will remain available for the parking of other vehicles, as well as many other parking spaces in surrounding streets.

Consultation

43. 140 Consultation Documents on the proposed Night Time Only Taxi Stands were distributed to businesses, property owners, residents, major taxi companies and other affected parties. Consultation documents relating to the Hereford Street Upgrade, but containing details of the proposed Night Time Taxi Stands were also distributed to effected parties.
44. Of the 26 who responded to the Proposed Night Time Only Taxi Stands:
 - (a) 19 or 73 per cent supported the proposed Night Time Taxi Stands.
 - (b) Six or 23 per cent objected to the proposed changes.
 - (c) One or four per cent did not indicate either support or objection.

Full details, including the results for the specific areas, can be found in clauses 54 to 61.

FINANCIAL IMPLICATIONS

45. The estimated cost to change existing signs, install new ones, and paint new road markings in the three locations is \$3000.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

46. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

47. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install parking restrictions by resolution.
48. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

49. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

50. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

51. As above.

3 Cont'd

ALIGNMENT WITH STRATEGIES

52. The recommendations align with the Council Strategies including the Parking Strategy 2003.

Do the recommendations align with the Council's Strategies?

53. As above.

CONSULTATION FULFILMENT

54. 140 consultation forms were distributed to businesses in the areas where it is proposed that night time taxis stands be installed. 26 were returned. The breakdowns for the specific areas were:

Hereford Street near Oxford Terrace

55. 11 returns.

Eight or 73 per cent of the 11 returns supported the proposed Night Time Taxi Stands

Three or 27 per cent of the 11 returns objected to the proposed Night Time Taxi Stands

- (a) One objected on the grounds that the installation of taxi stands near his hotel would generate noise that would disturb his guests and asked that the Taxi Stands be located closer to the bars which generated the demand.
- (b) One objected on the grounds that his restaurant normally runs from 5pm to 11.30pm and sometimes 12pm, and customers may have parked in parking spaces that change at 11pm to become a Taxi Stand.
- (c) One objected on the grounds that it was likely that damage would be caused to his building and therefore protection to mitigate damage was required.

Note: As a result of these objections and changes to the Hereford Street Upgrade, the proposed Taxi Parking was moved to the Hereford Street Bridge.

Manchester Street

56. Six returns:

Three, or 50 per cent of the six returns, supported the proposed Night Time Taxi Stands.

Two, or 33 per cent of the six returns, objected to the proposed Night Time Taxi Stands.

- (a) One believed that restrictions should not apply for seven days and should only apply on Friday and Saturdays, and that all of the taxi stands should be loading zones during the day and that taxi's already parked in the Pay and Display Metered Parking Spaces during the day.
- (b) One gave no reasons for their objection.

One, or 17 per cent of the six returns, did not indicate either support or an objection.

3 Cont'd

Lichfield Street

57. One return.

One, or 100 per cent of the returns, objected to the proposed Night Time Taxi Stands.

- (a) The objection was that it would cause problems for guests arriving and departing with luggage (from their Serviced Apartments) and there would be nowhere to park a car. Also, early morning milk and laundry vehicles would have to double park causing a traffic hazard.

Non Specific Area

58. Three returns.

Three, or 100 per cent of the returns, supported the proposed Night Time Taxi Stand.

- (a) One wanted to know how it would be enforced.

Hereford Street east of Colombo Street (Discarded Option)

59. Five returns.

Five, or 100 per cent of the returns, supported the proposed Night Time Taxi Stands.

60. There is no Residents Association that covers these areas of the CBD.

61 This proposal was initiated by the Christchurch Police and representatives of the Taxi Industry as part of the Transport Accord.

STAFF RECOMMENDATION

That the Council:

- (a) Approve the following on Hereford Street:

Revoke existing restrictions and install new restrictions on the south side of Hereford Street between Oxford Terrace and Colombo Street.

- (i) That all and any existing parking and stopping restrictions on the south side of Hereford Street commencing 38.5 metres east of its intersection with Oxford Terrace and extending in an easterly direction for 12 metres be revoked.

Revokes the existing P5 restriction.

- (ii) That all and any existing parking and stopping restrictions on the south side of Hereford Street commencing 80.5 metres east of its intersection with Oxford Terrace and extending in an easterly direction for 3 metres be revoked.

Revokes existing Motorcycles Only parking restriction.

- (iii) That the parking of vehicles be restricted to a maximum period of five minutes on the southern side of Hereford Street commencing at a point 38.5 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 12 metres. This restriction is to apply from 5am to 11pm from Monday to Sunday.

Installs restrictions allowing the area to be used as a P5 restricted parking area at times when it is not needed as a Taxi Stand.

3 Cont'd

- (iv) That a Motorcycle Park be installed on the south side of Hereford Street commencing at a point 80.5 metres east from its intersection with Oxford Terrace and extending in a easterly direction for a distance of 3 metres. This restriction to apply from 5am to 11pm from Monday to Sunday.

Install restrictions to allow the area to be used for Motorcycle Parking at times when it is not needed as a Taxi Stand.

- (v) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the southern side of Hereford Street commencing at a point 38.5 metres east of its intersection with Oxford Terrace and extending in a easterly direction for 68 metres.

Installs a Night Time Taxi Stand in the P5 restricted parking area, in the Pay and Display metered parking area and in the Motorcycle parking.

Revoke existing restrictions and install new restrictions on the north side of Hereford Street between Oxford Terrace and Colombo Street.

- (vi) That all and any existing parking and stopping restrictions on the North side of Hereford Street commencing 50 metres east of its intersection with Oxford Terrace and extending in an easterly direction for 18 metres be revoked.

Revokes the existing three space P5 Goods Vehicles Only Loading Zone restriction.

- (vii) That a P5 Loading Zone for Goods Vehicles Only applying from 5am to 11pm from Monday to Sunday be installed on the northern side of Hereford Street commencing at a point 50 metres east of its intersection with Oxford Terrace and extending in a easterly direction for 18 metres.

Installs restrictions allowing the area to be used as a Goods Vehicles Only Loading Zone at times when it is not required as a Taxi Stand.

- (viii) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the northern side of Hereford Street commencing at a point 50 metres east of its intersection with Oxford Terrace and extending in a easterly direction for 56 metres.

Installs a Night Time Taxi Stand in the existing P5 Goods Vehicle Only Loading Zone and in Pay and Display Metered Parking)

Revoke existing restrictions and install new restrictions on the south side of the Hereford Street Bridge over the Avon River.

- (ix) That all and any existing restrictions on the southern side of Hereford Street between Cambridge Terrace and Oxford Terrace be revoked.
- (x) That the stopping of vehicles be prohibited at any time on the southern side of Hereford Street commencing at its intersection with Cambridge Terrace and extending in an easterly direction for a distance of 32 metres.

Installs a shorter extent of no stopping restrictions to accommodate the night time Taxi Stand.

- (xi) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the south side of Hereford Street commencing at a point 32 metres east of its intersection with Cambridge Terrace and extending in an easterly direction for a distance of 30 metres.

Installs a new area of night time only Taxi Stand.

3 Cont'd

- (xii) That the stopping of vehicles be prohibited between 5am and 11pm from Monday to Sunday on the south side of Hereford Street commencing at a point 32 metres east of its intersection with Cambridge Terrace and extending in an easterly direction for a distance of 30 metres.

Installs no stopping restrictions in the Taxi Stand area outside the hours that the Taxi Stand applies.

Note: There is no need to install stopping restrictions for the remaining 7 metres from the end of the Taxi Stand to the intersection with Oxford Terrace due to this space being taken by the signalised pedestrian crossing facilities that cannot be parked on or over

Revoke existing restrictions and install new restrictions on the north side of the Hereford Street Bridge over the Avon River

- (xiii) That all and any existing parking and stopping restrictions on the northern side of Hereford Street between Cambridge Terrace and Oxford Terrace be revoked.

- (xiv) That Pay and Display Parking Meters with a time limit of 60 minutes be installed on the north side of Hereford Street commencing at a point 9 metres from its intersection with Cambridge Terrace and extending in an easterly direction for a distance of 29.5 metres. The hours of operation of the meters to apply from 9am to 6pm from Monday to Sunday.

Replaces the existing 24 metres of metered parking.

- (xv) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the north side of Hereford Street commencing at a point 9 metres from its intersection with Cambridge Terrace and extending in an easterly direction for a distance of 29.5 metres.

Makes the existing Pay and Display metered parking a night time Taxi Stand.

- (xvi) That the stopping of vehicles be prohibited at any time on the northern side of Hereford Street commencing at its intersection with Cambridge Terrace and extending in an easterly direction for 9 metres.

Reinstates the existing 9 metres of stopping restrictions.

- (xvii) That the stopping of vehicles be prohibited at any time on the northern side of Hereford Street commencing at its intersection with Oxford Terrace and extending in a westerly direction for 28.5 metres.

Installs a shorter area of no stopping restriction to allow for the extra parking space created.

- (b) Approve the following on Manchester Street:

Revoke existing restrictions and install new restrictions on the eastern side of Manchester Street

- (i) That all and any restrictions on the eastern side of Manchester Street commencing at a point 88.5 metres north from its intersection with Cashel Street and extending in a northerly direction for 14 metres be revoked.

Revokes the existing two space P5 Goods Vehicles Only Loading Zone restriction.

- (ii) That a P5 Loading Zone for Goods Vehicles Only applying from 5am to 11pm from Monday to Sunday be installed on the eastern side of Manchester Street commencing at a point 88.5 metres north from its intersection with Cashel Street and extending in a northerly direction for a distance of 14 metres.

3 Cont'd

Installs restrictions allowing the area to be used as a Goods Vehicles Only Loading Zone at times when it is not required as a Taxi Stand.

- (iii) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the eastern side of Manchester Street commencing at a point 88.5 metres north from its intersection with Cashel Street and extending in a northerly direction for a distance of 14 metres.

Installs a Night Time Only Taxi Stand in the two space P5 Loading Zone for Goods Vehicles Only.

- (iv) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the eastern side of Manchester Street commencing at a point 63 metres north of its intersection with Cashel Street and extending in a northerly direction for 25.5 metres.

Installs a Night Time Taxi Stand in the existing four space Pay and Display Metered Parking Area.

Note: It is proposed that the existing six space Taxi Stand south of the above Night Time Taxi Stands will continue to apply at any time.

- (c) Approve the following on Lichfield Street

Revoke existing restrictions and install new restrictions on the southern side of Lichfield Street.

- (i) That all and any existing parking or stopping restrictions on the southern side of Lichfield Street commencing at a point 95 metres east of its intersection with Colombo Street and extending in a easterly direction for 12.5 metres be revoked.

Revokes the existing two space P5 At Any Time parking restriction.

- (ii) That the parking of vehicles be restricted to a maximum period of five minutes on the southern side of Lichfield Street commencing at a point 95 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 12.5 metres. This restriction is to apply from 5am to 11pm from Monday to Sunday.

Installs restrictions allowing the area to be used as a P5 restricted parking area at times when it is not needed as a Taxi Stand.

- (iii) That a Taxi Stand applying from 11pm to 5am from Monday to Sunday be installed on the southern side of Lichfield Street commencing at a point 95 metres east from its intersection with Colombo Street and extending in a easterly direction for a distance of 87.5 metres.

Installs a Night Time Taxi Stand from the P5 restricted parking area along the Pay and Display Metered Parking area to the start of the existing night time Taxi Stands.

BOARD RECOMMENDATION

That the staff recommendation be adopted.

4. MONTREAL STREET – PROPOSED EXTENSION TO P5 PARKING RESTRICTION

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Unit Manager
Author:	Jon Ashford/Steve Hughes – Network Operations

PURPOSE OF REPORT

1. The purpose of this report is to recommend that the Council approve the extension of an existing P5 Parking Restriction in front of the Chateau Blanc Apartment Hotel on Montreal Street.

EXECUTIVE SUMMARY

2. Staff have received a request from Chateau Blanc Holdings Ltd, that the existing P5 Parking Restriction in front of the Chateau Blanc Apartment Hotel on the west side of Montreal Street be extended (refer **attached**).
3. This section of Montreal Street runs between Kilmore Street and Peterborough Street. It is a one way street (northbound) and is classified as a minor arterial with a 50 kilometres per hour speed limit. It lies within the Central City area of the Hagley/Ferrymead Ward, where parking restrictions must be resolved by the Council.
4. As well as the existing 12 metres of P5 parking restriction on the west side of the road in front of the Chateau Blanc Hotel's main entrance, there are also short lengths of No Stopping restrictions on both sides of the road at the Kilmore Street and Peterborough Street intersections. The majority of this section of Montreal Street is unrestricted kerb side parking.
5. Tour Coaches often exceed 12 metres in length. This results in them being unable to park in the existing 12 metre long P5 restricted parking area. Subsequently they often have no alternative than to double park in the left hand of the two one way traffic lanes to drop off or pick up passengers and their luggage. As this occurs close to the intersection with Kilmore Street, it can cause vehicles to back up into the intersection itself causing a potential traffic safety hazard.
6. While this does not happen often, extending the existing P5 restricted area from 12 metres to 21 metres will reduce the likelihood of double parking and be better able to accommodate the large modern tour buses while also allowing several "normal" sized vehicles to use the P5 area at the same time. People from these vehicles could be visiting or servicing Chateau Blanc or other nearby businesses or residences.
7. All the land on the west side of Montreal Street in this block is owned by Chateau Blanc Holdings Ltd and is zoned L5 – Travellers accommodation zone. A planned upgrade of the hotel is likely to increase the number of tour coaches attending the Chateau Blanc. While they are providing off-street parking for 28 vehicles as part of this upgrade, there is no suitable space available for the off-street parking and unloading of tour coaches. Although the hotel technically has a 4.5 metre access leg behind the existing building (accessed off Kilmore Street), this does not provide on-site turning or manoeuvring. If this access were to be used it would result in a tour coach having to turn right into the site across Kilmore Street from one of the through lanes, and then have to reverse back into those same busy lanes to exit. Given the location of the hotel main entrance there are also practicalities and preferences to load and unload in this location.
8. The proposed extension to the existing P5 parking restriction will not remove any more on street parking than would be lost if the proposed hotel upgrade included another nine metre wide vehicle entrance from Montreal Street, as it is entitled to do.
9. To maximise the kerb space available for unrestricted parking, the proposed P5 Loading Zone has been moved southwards to 1 metre from an existing fire hydrant on the west side of the road (refer **attached**).

4 Cont'd

10. As Chateau Blanc own all the land on the west side of Montreal Street between Kilmore Street and Peterborough Street, there are no residential properties affected on this side of the street. Consultation was carried out with the residents of the Cranmer Court apartments on the east side of the road between Kilmore Street and Peterborough Street and with the Inner City West Neighbourhood Association.
11. 31 Consultation forms were distributed to nearby properties with 16 being returned. Of these, four responses were in support of the proposed extension of the P5 restricted parking area and 11 in opposition. Several of those responses in opposition included comments relating to the proposed hotel upgrade. For further details of the consultation, including a summary of comments received, refer to paragraphs 22 to 25.
12. The comments noted above which relate to the proposed upgrade to Chateau Blanc Hotel will be dealt with as part of the Resource Consent application and copies of them will be sent to the Council Planner for inclusion in that process.

FINANCIAL IMPLICATIONS

13. The estimated cost of this proposal is approximately \$400.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

LEGAL CONSIDERATIONS

15. Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
16. The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Have you considered the legal implications of the issue under consideration?

17. As above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

19. As above.

ALIGNMENT WITH STRATEGIES

20. The recommendations align with the Council Strategies including the Parking Strategy 2003, Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

Do the recommendations align with the Council's Strategies?

21. As above.

CONSULTATION FULFILMENT

22. 31 consultation letters were delivered to Cranmer Court residents and 16 responses received, four in support of the proposal, 11 against and one with no view on the matter.

4 Cont'd

23. The following is a summary of comments received, with staff comment in italics:

For/against proposal	Number of comments	Comment
For	1	Traffic safety issue as protruding vehicles cause accidents. <ul style="list-style-type: none"> • <i>Staff agree</i>
Against	7	Bus engine and people noise already a problem, especially early and late. <ul style="list-style-type: none"> • <i>Resource consent issue</i>
Against	5	Lack of parking already a problem. <ul style="list-style-type: none"> • <i>The Council's Parking Strategy 2003, for Commercial and Retail areas; prioritises the on street parking needs of commercial and retail outlets above that of Commuters/all day parkers in areas where demand exceeds supply, when allocating the provision of on street parking space.</i>
Against	5	Buses should be parked on site. <ul style="list-style-type: none"> • <i>There is a 3.5 metre wide x approximately 40 metres long service lane from Kilmore Street behind the hotel which is not suitable for the loading and unloading of large buses. Entry and exit into and from this service lane is across and into two lanes of one way traffic.</i>
Against	2	Will increase traffic congestion. <ul style="list-style-type: none"> • <i>The increased length of P5 will make access easier for large buses, reduce congestion, and allow the use of the area for other vehicles to park at the same time.</i>

24. The Inner City West Neighbourhood Association supports this proposal.

25. The officer in Charge - Parking Enforcement agrees with this recommendation.

STAFF RECOMMENDATION

That the Council approve:

- That the time limited Loading Zone (maximum period of five minutes) currently installed on the west side of Montreal Street commencing at a point 43 metres north of Kilmore Street and extending in a northerly direction for a distance of 12 metres be revoked.
- That a time limited Loading Zone (maximum period of five minutes) be installed on the west side of Montreal Street commencing at a point 30 metres north from its intersection with Kilmore Street and extending in a northerly direction for a distance of 21 metres.

BOARD RECOMMENDATION

That the staff recommendation be adopted.



Attachment 1

PROPOSED CYCLE STAND LOCATIONS FOR NEXTBIKE NZ & PUBLIC USE

Red = existing stands.

Blue = new stands to be installed as part of this project.

Green = new stands to be installed as part of other projects.

Purple = existing cycle racks which will be replaced with new cycle stands as part of this project.

Attachment 1

KEY TO PROPOSED CYCLE STAND LOCATION MAP

- 1 Outside the Town Hall, 2 stands for Nextbike from 8 existing stands.
- 2 107 Armagh Street, on the corner of Armagh Street and Colombo Street outside United Travel, 3 stands for Nextbike from 9 existing stands.
- 3 137 Armagh Street, outside BNZ Bank, 2 stands for Nextbike from 5 existing stands.
- 4 On the corner of Oxford Terrace and Manchester Street, in an existing planted area, 2 stands for Nextbike, from a minimum of 4 new stands.
- 5 64 Rolleston Avenue, outside Christ's College accommodation building, on the corner of Rolleston Avenue and Armagh Street in an existing kerb build out, 2 stands for Nextbike, from a minimum of 4 new stands.
- 6 Outside the Museum, 2 stands for Nextbike from 22 existing stands.
- 7 Outside the Art Gallery on Gloucester Street, in an existing kerb build out, 2 stands for Nextbike from a minimum of 4 new stands.
- 8 129 Cambridge Terrace, on the corner of Worcester Street and Cambridge Terrace, replacing rack of 5 bike parks with a minimum of 5 stands, 2 stands for Nextbike.
- 9 180 Manchester Street, outside SBS on an existing kerb build out, 3 stands for Nextbike, from a minimum of 6 new stands.
- 10 154 Worcester Street, outside The Christchurch Club on the footpath, 2 stands for Nextbike from a minimum of 4 new stands.
- 11 Outside the new Christchurch City Council offices, 2 stands for Nextbike from approximately 20 new stands. Stands in place approximately June 2010.
- 12 77 Hereford Street, on the corner of Hereford Street and Oxford Terrace, 2 stands for Nextbike from 5 new stands. Stands in place approximately May 2010.
- 13 126 Hereford Street, 2 stands for Nextbike from 4 new stands. Stands in place approximately May 2010.
- 14 Outside BNZ Bank, on the corner of Hereford Street and Cathedral Square, 2 stands for Nextbike from 4 existing stands.
- 15 Antigua Boat Sheds, replacing rack of 8 bike parks with a minimum of 6 stands, 2 stands for Nextbike.
- 16 44 Cashel Street, on the corner of Cashel Street and Montreal Street, replacing rack of 4 bike parks with a minimum of 4 stands, 2 stands for Nextbike.
- 17 96 Oxford Terrace, on the corner of Oxford Terrace and Lichfield Street on the footpath, 2 stands for Nextbike, from a minimum of 4 new stands.
- 18 200 Cashel Street, 3 stands for Nextbike from 11 existing stands.
- 19 224 Cashel Street, outside new IRD building on the corner of Cashel Street and Madras Street, 2 stands for Nextbike from 4 existing stands.
- 20 215F High Street, on the corner of High Street and Litchfield Street, 2 stands for Nextbike from 4 existing stands.
- 21 617 Colombo Street, on the corner of Colombo Street and Tuam Street, outside Sampan Noodle House, 1 stand for Nextbike from 2 existing stands.
- 22 157 Tuam Street, on the corner of Colombo Street and Tuam Street, outside John Bull Cycles vacant building, 1 stand for Nextbike from 2 existing stands.
- 23 209 Tuam Street, outside Alice's Videos, 2 stands for Nextbike from 6 existing stands.
- 24 In front of Hoyts Cinema on Moorhouse Avenue, 3 stands for Nextbike, from a minimum of 6 new stands.

Attachment 2: Types of Cycle Stands



'Ring binder' style stands now being installed in Christchurch's central city. Each frame is designed to hold one bicycle on each side.

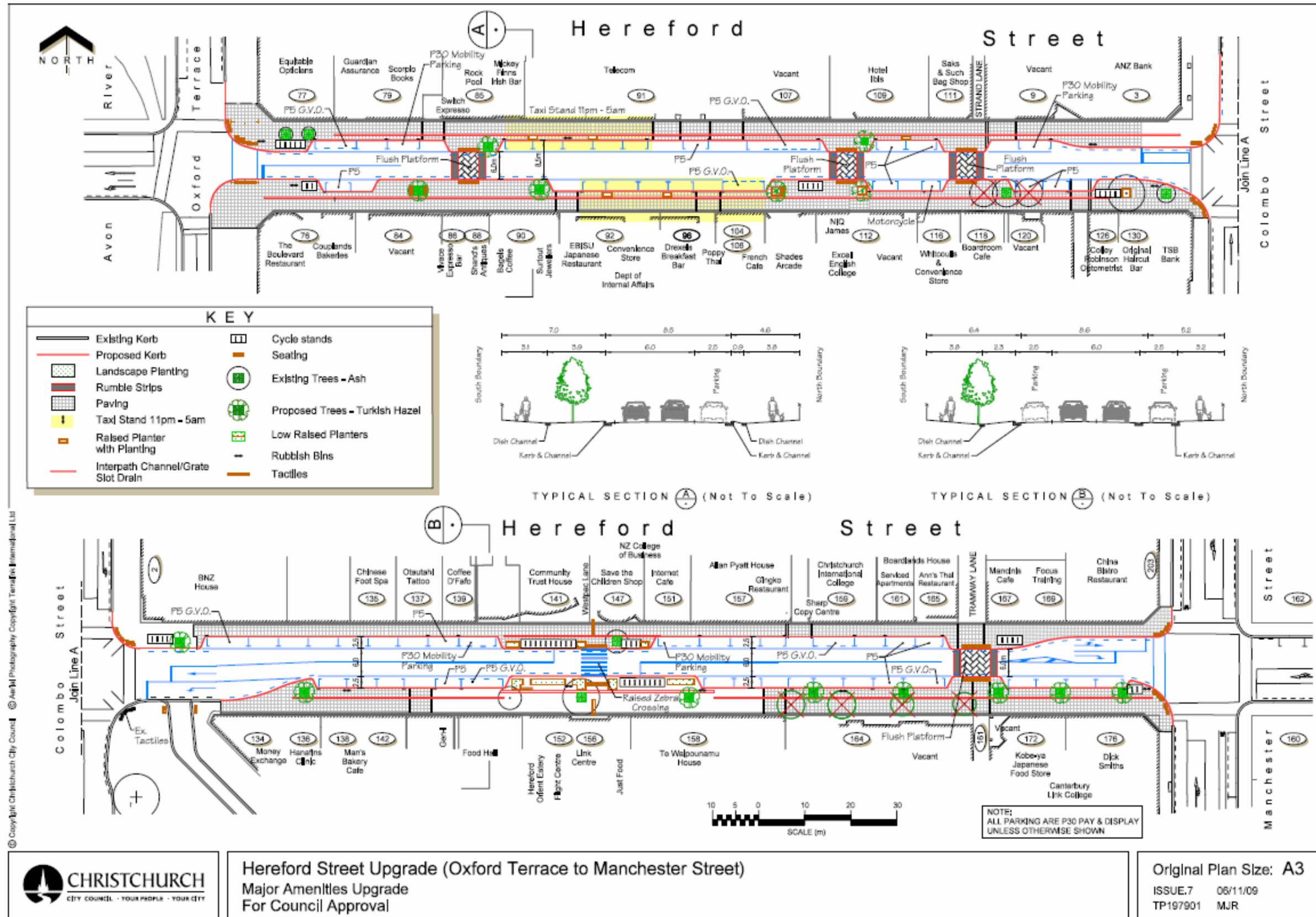


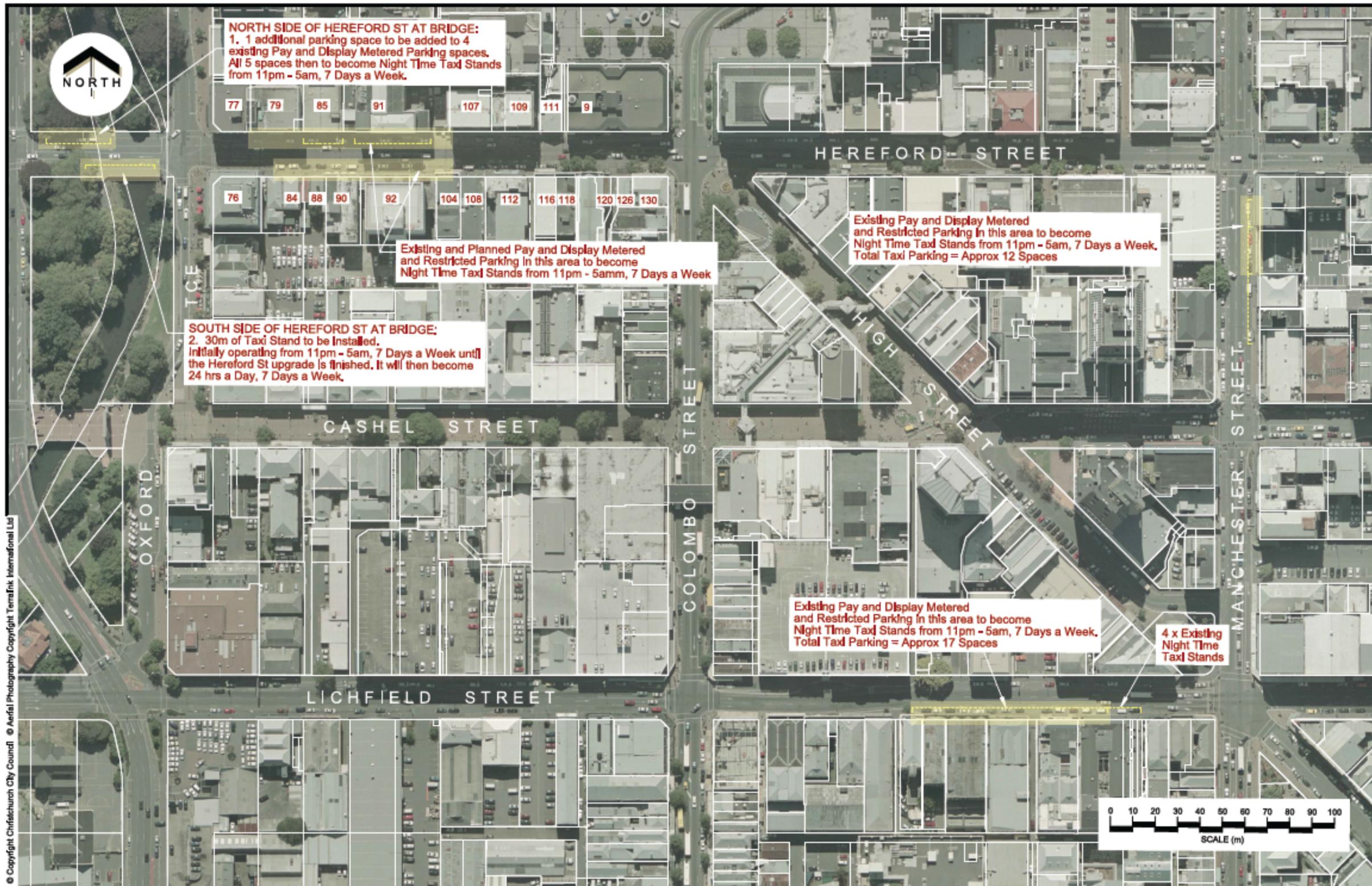
Older-style rack stands to be replaced within the central city.

ATTACHMENT 2 TO CLAUSE 1 Cont'd

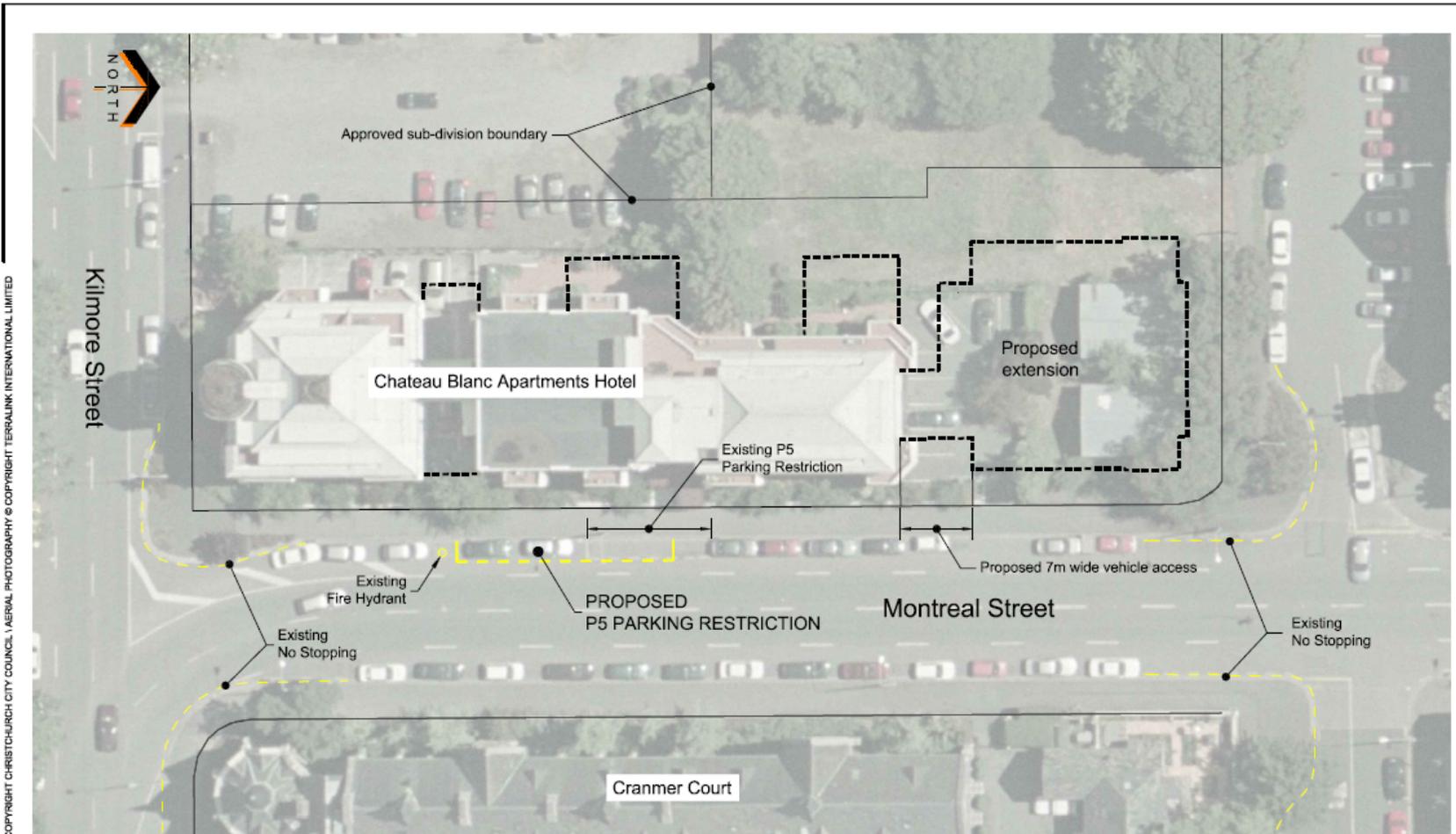


'Staple' bike stands installed in many parts of the city centre.





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MONTREAL STREET
Proposed P5 Parking Restriction Extension
For Board Approval

Original Plan Size: A4
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