

## Central City Transport Project - Hereford Street (Manchester - Oxford)

Reference: 18/711874

Presenter(s): Neil Gillon, Senior Project Manager - Transport

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### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is to advise the Hearings Panel on the outcome of community consultation and to inform it of the preferred delivery option before it considers the views of submitters both oral and written, and to request that it recommend to Council that it approve the proposed design for the length of Hereford Street between Oxford Terrace and Manchester Street, as shown in **Attachment B**, and that the upgrade be completed in one phase of work.

#### Origin of Report

- 1.2 This report is staff generated following community consultation.

### 2. Significance

- 2.1 The decision in this report is of high significance in relation to the Christchurch City Council's Significance and Engagement Policy.
  - 2.1.1 The level of significance was determined by the high level of community interest city-wide already apparent in this project, and social benefits. The level of impact on those people affected is also expected to be high, especially during construction. However, the central city area affected by the works is small in relation to the size of the Christchurch District.
  - 2.1.2 The Christchurch Central Recovery Plan and its transport chapter provides the strategic direction for the proposed design changes. Key elements of this project are to provide wider vehicle lanes between Oxford Terrace and Colombo Street than currently exist, street trees and painted on-road cycle lanes on the north and south sides of Hereford Street
  - 2.1.3 The community engagement and consultation outlined in this report reflect the significance assessment.
  - 2.1.4 The proposal was presented to the Waikura/Linwood-Central-Heathcote Community Board and the Infrastructure, Transport and Environment Committee on 9 and 11 July 2018, respectively, with Councillors invited to the meeting on 11 July 2018.
  - 2.1.5 The proposed design that was consulted on is shown in **Attachment A**. The differences between the proposed designs in Attachment A and the preferred option are detailed in section 6.35.

### 3. Staff Recommendations

That the Hereford Street (Manchester – Oxford) Hearings Panel:

1. Recommends that the Council approves
  - a. the scheme design of the network transformation project for Hereford Street (Manchester – Oxford) as detailed in **Attachment B**, and
  - b. that the upgrade be completed in one phase of work.
2. Recommends to Council that it approves the following resolutions:

(For the purposes of the following resolutions: (1) an intersection is defined by the position of kerbs on each intersecting roadway; and (2) the resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report; and (3) if the resolution states "Note 1 applies", any distance specified in the resolution relates to the kerb line location referenced as exists on the road immediately prior to the Hearings Panel meeting of the 19 February 2019; and (4) if the resolution states "Note 2 applies", any distance specified in the resolution relates to the approved kerb line location on the road resulting from the resolution as approved.)

1. That all traffic controls except the speed limit on Hereford Street, commencing at its intersection with Oxford Terrace and extending in an easterly direction to its intersection with Colombo Street be revoked.
2. That all intersection traffic controls, including traffic signals, at the intersection of Colombo Street with Hereford Street be revoked.
3. That all traffic controls except the speed limit on Hereford Street, commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street be revoked.
4. That all existing parking and stopping restrictions on the north side of Hereford Street, commencing at its intersection with Oxford Terrace and extending in an easterly direction to its intersection with Colombo Street be revoked.
5. That all existing parking and stopping restrictions on the south side of Hereford Street, commencing at its intersection with Oxford Terrace and extending in an easterly direction to its intersection with Colombo Street be revoked.
6. That all existing parking and stopping restrictions on the north side of Hereford Street, commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street be revoked.
7. That all existing parking and stopping restrictions on the south side of Hereford Street, commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street be revoked.
8. That all existing parking and stopping restrictions on the west side of Colombo Street, commencing at its intersection with Hereford Street and extending in a southerly direction for a distance of 29 metres be revoked. Note 1 applies.
9. That all existing parking and stopping restrictions on the east side of Colombo Street, commencing at its intersection with Hereford Street and extending in a southerly direction for a distance of 22 metres be revoked. Note 1 applies.
10. That all existing parking and stopping restrictions on the west side of Colombo Street, commencing at its intersection with Hereford Street and extending in a northerly direction to its intersection with Cathedral Square be revoked.
11. That all existing parking and stopping restrictions on the east side of Colombo Street, commencing at its intersection with Hereford Street and extending in a northerly direction to its intersection with Cathedral Square be revoked.
12. The lane marking changes, kerb alignment changes and road surface changes, on Hereford Street commencing at its intersection with Oxford Terrace and extending in an easterly direction to its intersection with Colombo Street as detailed in Attachment B. Note 2 applies.
13. The lane marking changes, kerb alignment changes, tram track alignment and road surface changes, at the Colombo Street / Hereford Street / High Street intersection, as detailed in Attachment B. Note 2 applies.

14. That the intersection of Colombo Street / Hereford Street / High Street be controlled by traffic signals in accordance with section 6 of the Land Transport Rule: Traffic Control Devices 2004, as detailed in Attachment B.
15. Pursuant to section 17 (1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the left turn movement for all motorised vehicles be prohibited from the western approach of Hereford Street into Colombo Street.
16. Pursuant to section 17 (1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the right turn movement for all vehicles be prohibited from the western approach of Hereford Street into Colombo Street.
17. Pursuant to section 17 (1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the right turn movement for all vehicles be prohibited from the eastern approach of Hereford Street into Colombo Street.
18. Pursuant to section 17 (1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the right turn movement for all vehicles be prohibited from the northern approach of Colombo Street into Hereford Street.
19. The lane marking changes, kerb alignment changes and road surface changes, on Hereford Street commencing at its intersection with Colombo Street and continuing in an easterly direction to its intersection with Manchester Street, as detailed in Attachment B.
20. That a special vehicle lane for the use of eastbound cycles only, be established on the north side of Hereford Street, commencing at its intersection with Oxford Terrace and extending in an easterly direction to its intersection with Colombo Street, as detailed on Attachment B. This special vehicle lane is authorised under clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
21. That a special vehicle lane for the use of westbound cycles only, be established on the south side of Hereford Street, commencing at its intersection with Oxford Terrace and extending in an easterly direction to its intersection with Colombo Street, as detailed on Attachment B. This special vehicle lane is authorised under clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
22. That a special vehicle lane for the use of eastbound cycles only, be established on the north side of Hereford Street, commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street, as detailed on Attachment B. This special vehicle lane is authorised under clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
23. That a special vehicle lane for the use of westbound cycles only, be established on the south side of Hereford Street, commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street, as detailed on Attachment B. This special vehicle lane is authorised under clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
24. 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 in a westerly direction for a distance of 28 metres, as detailed on Attachment B. Note 2 applies.
25. That a Loading Zone be created and be restricted to a maximum period of five minutes, on the north side of Hereford Street commencing at a point 28 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of

- eight metres, as detailed on Attachment B. This restriction is to apply at any time. Note 2 applies.
26. That the parking of vehicles be restricted to a maximum period of five minutes on the north side of Hereford Street commencing at a point 36 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of six metres, as detailed on Attachment B. This restriction is to apply at any time. Note 2 applies.
  27. That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at point 42 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 31 metres, as detailed on Attachment B. Note 2 applies.
  28. That a Loading Zone be created and be restricted to a maximum period of five minutes, on the north side of Hereford Street commencing at a point 73 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 29 metres, as detailed on Attachment B. Note 2 applies.
  29. That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 102 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 22 metres, as detailed on Attachment B. Note 2 applies.
  30. That the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any Approved means of payment) on the north side of Hereford Street commencing at a point 124 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 23 metres, as detailed on Attachment B. This restriction is to apply between 8:00am and 8:00pm, Monday to Sunday. Note 2 applies.
  31. That a 'Small Passenger Service Vehicle Stand' be created on the north side of Hereford Street commencing at a point 124 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 23 metres, as detailed on Attachment B. This restriction is to apply between 8:00pm and 8:00am the following day, Monday to Sunday. Note 2 applies.
  32. That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 147 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 32.5 metres, as detailed on Attachment B. Note 2 applies.
  33. That the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any Approved means of payment) on the north side of Hereford Street commencing at a point 179.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 11.5 metres, as detailed on Attachment B. This restriction is to apply between 8:00am and 8:00pm, Monday to Sunday. Note 2 applies.
  34. That a 'Small Passenger Service Vehicle Stand' be created on the north side of Hereford Street commencing at a point 179.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 11.5 metres, as detailed on Attachment B. This restriction is to apply between 8:00pm and 8:00am the following day, Monday to Sunday. Note 2 applies.
  35. That the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4 (1a) of the Land Transport (Road User) Rule 2004. This restriction is to apply at any time and be located on the north side

- of Hereford Street, commencing at a point 191 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of seven metres, as detailed on Attachment B. Note 2 applies.
36. That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 198 metres west of its intersection with Colombo Street and extending in a westerly direction to its intersection with Oxford Terrace, as detailed on Attachment B. Note 2 applies.
  37. 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 in a westerly direction for a distance of 21.5 metres, as detailed on Attachment B. Note 2 applies.
  38. That the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4 (1a) of the Land Transport (Road User) Rule 2004. This restriction to apply at any time and be located on the south side of Hereford Street, commencing at a point 21.5 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of seven metres, as detailed on Attachment B. Note 2 applies.
  39. That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 28.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 6.5 metres, as detailed on Attachment B. Note 2 applies.
  40. That a Loading Zone be created and be restricted to a maximum period of five minutes, on the south side of Hereford Street commencing at a point 35 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 7.5 metres, as detailed on Attachment B. This restriction is to apply at any time. Note 2 applies.
  41. That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at point 42.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 86 metres, as detailed on Attachment B. Note 2 applies.
  42. That the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the south sides of Hereford Street commencing at a point 128.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 23 metres, as detailed on Attachment B. This restriction is to apply between 5:00am and 11:00pm, Monday to Sunday. Note 2 applies.
  43. That a 'Small Passenger Service Vehicle Stand' be created on the south side of Hereford Street commencing at a point 128.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 23 metres, as detailed on Attachment B. This restriction is to apply between 11:00pm and 5:00am the following day, Monday to Sunday. Note 2 applies.
  44. That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 151.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 16.5 metres, as detailed on Attachment B. Note 2 applies.
  45. That the parking of vehicles be restricted to a maximum period of five minutes on the south side of Hereford Street commencing at a point 168 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 26 metres, as

- detailed on Attachment B. This restriction is to apply between 5:00am to 11:00pm, Monday to Sunday. Note 2 applies.
46. That a 'Small Passenger Service Vehicle Stand' be created on the south side of Hereford Street commencing at a point 168 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 26 metres, as detailed on Attachment B. This restriction is to apply between 11:00pm and 5:00am the following day, Monday to Sunday. Note 2 applies.
  47. That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 194 metres west of its intersection with Colombo Street and extending in a westerly direction to its intersection with Oxford Terrace, as detailed on Attachment B. Note 2 applies.
  48. 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 in an easterly direction for a distance of 28 metres, as detailed on Attachment B. Note 2 applies.
  49. That the parking of vehicles be restricted to a maximum period of five minutes on the north side of Hereford Street commencing at a point 28 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 13 metres, as detailed on Attachment B. This restriction is to apply at any time. Note 2 applies.
  50. That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 41 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 20.5 metres, as detailed on Attachment B. Note 2 applies.
  51. That a Bus Stop be created on the north side of Hereford Street commencing at a point 61.5 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 14 metres, as detailed on Attachment B. Note 2 applies.
  52. That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 75.5 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 36 metres, as detailed on Attachment B. Note 2 applies.
  53. That the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4 (1a) of the Land Transport (Road User) Rule 2004. This restriction is to apply at any time and be located on the north side of Hereford Street, commencing at point 111.5 metres east of its intersection with Colombo Street, and extending in an easterly direction for a distance of seven metres, as detailed on Attachment B. Note 2 applies.
  54. That the parking of vehicles be restricted to a maximum period of ten minutes on the north side of Hereford Street commencing at a point 118.5 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 12 metres, as detailed on Attachment B. This restriction is to apply at any time. Note 2 applies.
  55. That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 130.5 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 28.5 metres, as detailed on Attachment B. Note 2 applies.
  56. That a Loading Zone be created and be restricted to a maximum period of five minutes, on the north side of Hereford Street commencing at a point 159 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 16 metres, as detailed on Attachment B. Note 2 applies.

57. That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at a point 175 metres east of its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street, as detailed on Attachment B. Note 2 applies.
58. 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 in an easterly direction for a distance of 43.5 metres, as detailed on Attachment B. Note 2 applies.
59. That the parking of vehicles be restricted to a maximum period of ten minutes on the south side of Hereford Street commencing at a point 43.5 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 23 metres, as detailed on Attachment B. This restriction is to apply at any time. Note 2 applies.
60. That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 66.5 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of six metres, as detailed on Attachment B. Note 2 applies.
61. That a Bus Stop be created on the south side of Hereford Street commencing at a point 72.5 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 14 metres, as detailed on Attachment B. Note 2 applies.
62. That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 86.5 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 74.5 metres, as detailed on Attachment B. Note 2 applies.
63. That a Loading Zone be created and be restricted to a maximum period of five minutes, on the south side of Hereford Street commencing at a point 161 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 7.5 metres, as detailed on Attachment B. This restriction is to apply at any time. Note 2 applies.
64. That the parking of vehicles be restricted to a maximum period of five minutes on the south side of Hereford Street commencing at a point 168.5 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of six metres, as detailed on Attachment B. This restriction is to apply at any time. Note 2 applies.
65. That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at a point 174.5 metres east of its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street, as detailed on Attachment B. Note 2 applies.
66. That the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Hereford Street and extending in a southerly direction for a distance of 23 metres, as detailed on Attachment B. Note 2 applies.
67. That a Motorcycle Stand be created on the west side of Colombo Street commencing at a point 23 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of six metres. Note 2 applies.
68. That the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Hereford Street and extending in a southerly direction for a distance of 22 metres, as detailed on Attachment B. Note 2 applies.
69. That the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Hereford Street and extending in a northerly direction to its intersection with Cathedral Square, as detailed on Attachment B.

70. That the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Hereford Street and extending in a northerly direction to its intersection with Cathedral Square, as detailed on Attachment B.
71. The removal of one tree, as identified on Attachment B.
72. That these resolutions take effect when parking signage and/or road markings, that evidence the restrictions, is/are in place (or removed in the case of revocations).

#### 4. Key Points

4.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

4.1.1 Activity: Active Travel

- Level of Service: 16.0.10.0 Improve the perception that Christchurch is a walking friendly city - =84%

4.1.2 Activity: Roads & Footpaths

- Level of Service: 16.0.8.0 Maintain the condition of footpaths
- Level of Service: 16.0.2.0 Maintain roadway condition to an appropriate national standard

4.2 The following feasible delivery options have been considered:

- Delivery Option 1 – Hereford Street (Manchester – Oxford) one-phase upgrade (preferred option)
- Delivery Option 2 – Three-phase upgrade
- Delivery Option 3 – Essential repairs only (with a full upgrade at a later date)

4.3 Option Summary - Advantages and Disadvantages (Delivery Option 1 – Preferred)

4.3.1 The advantages of this delivery option include:

- Repair to damaged road and footpaths;
- Widened vehicle lanes for maintaining a local distributor street;
- Provision of outdoor dining spaces on the footpath outside Rockpool and the BNZ Centre, where dining activity currently exists;
- Night time small passenger service vehicle parking;
- New street trees in raised planters incorporating seating;
- Painted on-road cycle lanes;
- Three mobility parks on Hereford Street; and
- Completion of the entire work in one phase, thus minimising the length of time of disruption to businesses and users of the street.

4.3.2 The disadvantages of this delivery option include:

- Loss of 14 on-street car parks. However, there are two car parking buildings existing and proposed in this length of Hereford Street providing more than 690 casual car parks (in Hereford and The Terrace car parks); and
- Disruption to businesses and users of the street during the construction period. The construction team will work to minimise the length of time that construction is undertaken and will engage with businesses to ensure that construction impacts are minimised.



## 5. Context/Background

### Background to Delivery Options

- 5.1 Given that some submissions raised concerns around the timeframe for completion of the Hereford Street upgrade and the impact of construction works on businesses, staff have provided options for delivery of the project. These options are detailed in this report.

### Extent of Work

- 5.2 The extent of the upgrade work proposed on Hereford Street is between Manchester Street and Oxford Terrace. The Manchester Street upgrade was designed and constructed by CCDU/Ōtākaro Limited and the Oxford Terrace intersection with Hereford Street is part of the Te Papa Ōtākaro / Avon River Precinct project also being undertaken by Ōtākaro Limited.
- 5.3 The length of Hereford Street between Oxford Terrace and Cambridge Terrace also forms part of the Te Papa Ōtākaro / Avon River Precinct project.
- 5.4 The delivery of the intersection at Oxford Terrace and the length of Hereford Street between the intersection and Cambridge Terrace is currently being reviewed, with an option that Council delivers this on behalf of Ōtākaro Limited.
- 5.5 This length of Hereford Street was badly damaged from the February 2011 earthquake and the post-earthquake demolition work. The design guidelines associated with central city streets detail the treatment recommended for this street.

### Traffic Resolutions

- 5.6 The parking resolutions that will take affect for the preferred option are as detailed in the staff recommendations in Section 3.

## 6. Delivery Option 1 - Hereford Street (Manchester – Oxford) one-phase upgrade (preferred)

### Option Description

- 6.1 The *Christchurch Central Streets and Spaces Design Guide*, Section 5 – Streets, defines Hereford Street as an east-west central local distributor road incorporating a bus route and supporting the slow core of pedestrian- and cycle-friendly central city streets<sup>1</sup>. Hereford Street is identified within the *Design Guide* as one of four streets facilitating movement within the city and connecting many of the city's cultural, event, retail and residential venues and precincts. The following paragraphs discuss the design features of the proposed upgrade (refer to **Attachment B** for details).
- 6.2 Widened footpath
- The footpath width for central city streets is normally three metres. In this length of Hereford Street, the footpath is proposed to be widened to five metres where licensed outdoor dining spaces exist. Elsewhere a three metre width is proposed. The five metre width provides a width of two metres for dining.
  - The outdoor dining areas on the southern side of the street are proposed to be relocated from the building edge to the kerb edge. This provides clear passage for pedestrians against the building line making the area more accessible for visually impaired pedestrians. The building-edge dining area outside Rockpool will remain but with a reduced width of two metres.
- 6.3 Widened vehicle lanes
- The vehicle lanes will be widened from 3 metres to 3.25 metres in the length of Hereford Street between Oxford Terrace and Colombo Street, this will accommodate the large vehicles (particularly buses) that use the street. These lanes were narrowed prior to the 2011 earthquake to facilitate a reduction in traffic speeds. At that time, this section of Hereford Street was not a bus route.
- 6.4 Courtesy crossings
- Three courtesy crossings are proposed between intersections. These provide convenient points for pedestrians wanting to cross the road while also showing vehicle drivers where they are most likely to cross. Tactile pavers will assist those pedestrians who are visually impaired.
- 6.5 Streetscape
- The streetscape is proposed to be enhanced by the inclusion of street trees grown within raised planters. Raised planters are required because of the significant number of underground services; too many to accommodate tree pits. These planters will also incorporate seating within them.
  - The tree selected for Hereford Street is ornamental callery pear, a deciduous tree suited to a city environment. Under-planting with native species is planned.
  - Cycle stands and rubbish bins will also be installed in appropriate locations.
- 6.6 Cycle lanes
- Painted on-road cycle lanes will be provided next to the vehicle lanes. These will be 1.8 m wide. At bus stops the cycle lanes will be the required width of 1.5 m.

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<sup>1</sup> A local distributor road is defined in Appendix 7.5.12 of the District Plan as a specific type of collector road important for distribution of traffic to parking precincts or providing for public transport movements.

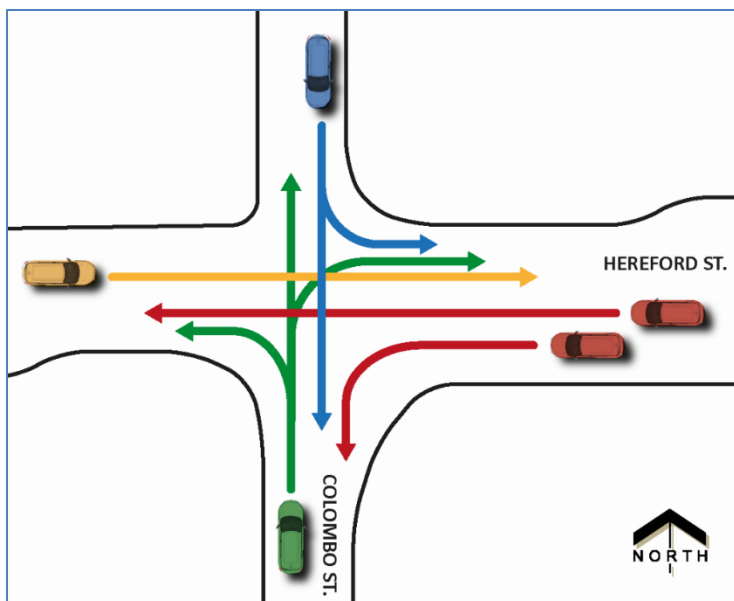
- Along the section of the street where kerbside dining is provided, a barrier will be installed between the dining area and the adjacent cycle lane. This will ensure the safety of both cyclists and diners is maintained.

#### 6.7 Parking

- Parking prioritises buses, short-term pick-ups and drop-offs, loading, mobility parks and small passenger service vehicles. Some 60 minute paid parking is also included.
- The number of on-street parking spaces in the two blocks decreases from 51 to 37, however more than 698 short-stay off-street parking spaces are available in existing car park buildings on Hereford Street (Hereford and West End car parks) with a further 200-300 short-stay off-street parking spaces in a car park building being built on Hereford Street (The Terrace car park). These car park buildings include mobility parks on each floor close to lifts. Three mobility parks will be provided on Hereford Street itself.
- A space for parking motorcycles will replace an existing car parking space on Colombo Street, immediately south of Hereford Street.
- Special provision is being made for taxis and Ubers (small passenger service vehicles) towards Oxford Terrace with 14 loading zones and parking spaces becoming Uber and taxi stops during night hours.

#### 6.8 Hereford Street/Colombo Street intersection

- To maintain the efficiency of Hereford Street as a local distributor road it is necessary to control the movement of vehicles at the Hereford Street/Colombo Street intersection. It is proposed that the following turn movements will be permitted, shown in the diagram below:



- Hereford Street eastbound – straight through only
- Hereford Street westbound – straight through and left turn to Colombo Street southbound only
- Colombo Street southbound – straight through and left turn to Hereford Street eastbound only
- Colombo Street northbound – straight through, left turn to Hereford Street westbound, and right turn to Hereford Street eastbound.

- These restrictions will limit the traffic volume through Cathedral Square ahead of work starting on the restoration of ChristChurch Cathedral and the Square itself.
- The following turn movements are currently permitted:
  - Hereford Street eastbound – straight through, left and right turn to Colombo Street
  - Hereford Street westbound – straight through and left turn to Colombo Street southbound only
  - Colombo Street southbound – straight through, left and right turn to Hereford Street
  - Colombo Street northbound – straight through, left and right turn to Hereford Street.

### Significance

- 6.9 The level of significance of this option is high, consistent with section 2 of this report.
- 6.10 Engagement requirements for this level of significance have been met through early and continued engagement with major stakeholders, and involving them throughout the scheme design process. This was undertaken because of the location of this street, between Cashel Mall and Cathedral Square in the heart of the city.

### Impact on Mana Whenua

- 6.11 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value. However, the project area is in close vicinity of the Ōtākaro/Avon River, so Matapopore Charitable Trust has been consulted throughout this project and its input has been included in the design for the street.
- 6.12 The Matapopore Charitable Trust has been established by Te Ngāi Tūāhuriri Rūnanga for the provision of cultural advice on Ngāi Tūāhuriri / Ngāi Tahu values, narratives and aspirations for the anchor projects and any other projects associated with the regeneration of Ōtautahi / Christchurch. The Hereford Street project is one of these projects.

### Community Views and Preferences

- 6.13 Engagement with key stakeholders on the Hereford Street project began in September 2016 when businesses, property owners and other key stakeholders were invited to take part in an initial issues survey. They were also sent the road layout proposed for the street in the Christchurch Central Streets and Spaces Design Guide.
- 6.14 The 17 responses were mainly concerned with the road layout, access points to new developments and Oxford Terrace, bus priority, bus and coach stops, pedestrian safety, taxi ranks and other parking arrangements.
- 6.15 Building on this feedback, the Council's project team began developing concepts, working closely with key stakeholders to try to balance the needs identified with project objectives. Since then more than 20 meetings, including two drop-in sessions to provide updates, were arranged with property and business owners. Thirty four key stakeholders attended these drop-in sessions.
- 6.16 The consultation plan was also presented to the Central City Transport Liaison Group comprising key stakeholder groups, including business and resident group representatives.
- 6.17 Formal community wide consultation took place from 17 July to 14 August 2018. Booklets were delivered to 700 businesses and residences between Gloucester Street and Lichfield Street. They were also sent to absentee owners of 216 properties, as well as being made available at libraries and service centres. In addition, 250 key stakeholders received emails about the project and the consultation was publicised through radio and print advertising and via social media channels.

- 6.18 Of the 180 responses received, 97 (53.9%) supported the consultation plan, 80 (44.4%) did not support the plan and three submitters (1.7%) did not indicate a view.
- 6.19 A question was also asked about the sale of land in Strand Lane to potentially enable the lane to be widened. This is a related but separate project which has been the subject of a separate report to Council.
- 6.20 Among the 53.8% who supported the plan, some referred to the need to repair the badly damaged road between Oxford Terrace and Manchester Street while others praised the plan for balancing the needs of all users. Responses included: *I think it looks fantastic and there is a real need for the upgrade on this street!* and *Upgrade much needed and looks good. Retains access for cars, delivery vehicles, cyclists and pedestrians. Desperately required upgrade!*

### Key Issues

- 6.21 Twenty seven submitters questioned the project's priority and/or cost. They were advised that the \$4.5 million allocated for this project had been approved by the Council in the 2018-28 Long Term Plan. The street has been badly damaged as a result of the earthquakes and subsequent demolition of buildings, and the Council is required to provide a safe and adequate facilities within the central city.
- 6.22 The loss of 14 on-street parking spaces was also a contentious issue with 22 submitters criticising this aspect of the plan. Several commented on the need for adequate loading zones for businesses.
- 6.23 Thirty seven car parks of the existing 51 on-street car parking spaces are retained on this length of Hereford Street. This parking is prioritised for short-term parking, mobility parks, loading zones and passenger service vehicles.
- 6.24 Hereford and Westend car park buildings provide 698 short-term parking spaces on Hereford Street. An estimated 200 short-term spaces are proposed in the new Terrace car park that has yet to be completed on Hereford Street.
- 6.25 The Community and Public Health unit of the Canterbury District Health Board recommended that the Council consider the cost/benefits of on-street parking when designing the streetscape, as on-street parking has a significant impact on the use and feel of streets. The Board stated in its submission that "on-street parks negatively impact upon the perception of safety when walking and cycling and take up the space which could be used for other purposes which add to the amenity of the area, such as outdoor dining, benches or art installations."
- 6.26 Twenty submitters did not want painted on-road cycle lanes on these two blocks of Hereford Street while 22 had safety concerns or suggested ways to improve safety. Sharing the road with cars along this 30 km/h stretch of road (sharrow treatment) was suggested by seven submitters while three submitters, including the cycle advocacy group Spokes, wanted flexible posts on specific sections of the street.
- 6.27 Submitters were advised that Hereford Street is designed as a local distributor road and is a key passenger transport route. This requires the vehicle lanes to be widened in the block between Colombo Street and Oxford Terrace to better accommodate the mix of modes of transport. Hereford Street is not a key cycle route within the central city, where other routes such as Tuam Street and St Asaph Street provide separated cycle lanes. Therefore, painted on-street cycle lanes along with advanced boxes at the signal intersections provides an appropriate level of service. The cycle lanes are 1.8 m wide providing adequate space to pass parked cars - and are within the slow speed 30 km/h zone which provides additional safety to cyclists' and pedestrians'.
- 6.28 The overall design was criticised by some submitters. Ten called for wider vehicle lanes while eight said the footpaths were too wide. Six queried the proposed paving, with several pointing out that this needed to be smooth, non-slip, and suitable for high heels. Eight were critical of

the two metre strip provided on some sections of the street for outdoor dining, saying conditions in Hereford Street did not suit this use.

- 6.29 Seven submitters were concerned about courtesy crossings which they felt were confusing for both motorists and pedestrians. The courtesy crossings are intended to reproduce the raised crossings implemented with the street upgrade just before the earthquakes. However, they will be raised 75 mm instead of the current 150 mm. Prior to the earthquakes, these crossings were working well, as they help support a lower speed on the street. The courtesy crossings incorporate tactile pavers at the adjacent footpath edges and different surface colour to ensure they are not mistaken for controlled zebra crossings.
- 6.30 Hereford Street is a local distributor road and a passenger transport route. Wider vehicle lanes are therefore required in the block between Colombo Street and Oxford Terrace. The proposed bus stops are intended to complement those across the central city supporting the new Interchange and Manchester Street "superstops", and have been planned in consultation with Environment Canterbury to ensure a good standard of access for passengers to the Hereford Street bus services.
- 6.31 In its submission the Public Transport team at Environment Canterbury said it fully supported this proposal: "We support retaining the two bus stops on Hereford Street with indented bus bays which serve the 17 bus route. We also support widening the road width to 3.25 metres which will make it easier for buses to travel alongside other vehicles on this busy corridor."
- 6.32 Thirteen submissions were received about the proposed trees, with some submitters calling for native trees to be planted. The project's landscape architect commented that the ornamental callery pear (*Pyrus 'Candelabra'*) has been selected as its form is well suited to a city street. Being deciduous it will allow light to penetrate to street level during the winter months. Native trees thrive best when planted together. In this situation, with the trees needing to be within raised planters, the callery pear is a better species to use. It is proposed that the trees will be under-planted with native plant species.
- 6.33 Several other submitters felt that the current proposal could be enhanced by other elements such as more lighting and digital art.
- 6.34 They were advised that if budget is available the Council plans to incorporate LED lighting in the raised planters. The project team is working with Matapopore to provide appropriate graphic images and interpretation onto the planters and the screens which will give Hereford Street its own unique identity. Similarly, the team is exploring ways of incorporating patterns into the paving to acknowledge old water courses and express ideas of wayfinding throughout the city. This area will be used for outdoor dining, raised planters with trees, seats and low planting, cycle stands, rubbish bins and a drinking fountain.

### **Changes suggested as a result of consultation**

- 6.35 As a result of feedback received, the following changes have been made to the plan for approval:
- Bus stop on southern side outside 142 Hereford Street relocated west to replace the proposed two P5 parking spaces. These parking spaces have been changed to P10 and moved east outside 148 Hereford Street.
  - An additional P10 parking space has been added in the vicinity of 142 Hereford Street.
  - Provision has been made for the car park entrance to 138 Hereford Street.
  - The kerb build-out near 142 Hereford Street has been removed to provide more space for the left turn lane.
  - The loading zone on the northern side of Hereford Street outside 147 and 151 has been relocated to outside 159 and 161 to replace the three 60 minute paid parking spaces.

- Two 60 minute paid parks outside 159 and 161 Hereford Street have been relocated to outside 147 and 151 and changed to P5 parks.
- The footpath on the south-east of the intersection of Hereford Street and Colombo Street has been widened to 3 metres by replacing the separate cycle lane and left turn lane with a sharrow.
- Provision has been made for a future entrance to 136 Hereford Street.

6.36 The amendments to the consultation plan are shown in **Attachment B**.

6.37 All submitters have been advised of details of the Hearings Panel meeting and how to access information about the project, including a summary of consultation and answers to questions raised in their submissions.

### Alignment with Council Plans and Policies

6.38 This option is consistent with Council's Plans and Policies as provided for in the *Christchurch Central Streets and Spaces Design Guide*.

### Financial Implications

6.39 Cost of Implementation – The high level scheme phase estimate is \$6.2 million, including all project costs.

6.40 Maintenance / Ongoing Costs – The design proposed is broadly aligned to the Christchurch Central Streets and Spaces Design Guide. This was the document used to model future maintenance and operating costs for the central city. As such, the ongoing costs for this proposal have been accounted for in future OPEX budgets.

6.41 Funding source – The project is funded through the Council's capital programme of the 2018-2018 Long Term Plan (Project 19847 AAC Hereford Street (Manchester – Oxford)). The budget provision within the Long Term Plan is \$4,915,383. Opportunities for reducing construction costs will be considered during the detailed design phase and as part of construction programming. If required, additional capital funding will be sought from within the central city transport programme.

### Legal Implications

6.42 There is a legal context, issue or implication relevant to this decision.

6.43 This report has been reviewed and approved by the Legal Services Unit.

6.44 The legal consideration concerns the consideration of all reasonably practicable options, and the extent of the consultation, in light of the high significance, and whether there is sufficient information to enable the Council to meet the decision-making requirements in the Local Government Act 2002. The Legal Services Unit considers the options in this report and the consultation process and feedback received will enable the Council to meet its obligations.

### Risks and Mitigations

6.45 The inherent risks associated with this scheme are considered to be very high. With the proposed mitigation actions, the residual risk is assessed as moderate as some disruption is inevitable.

6.46 Key risk, consequences and mitigations are as follows:

Risk	Consequence	Mitigation
Public criticism	Negative media, dissatisfied stakeholders	Proactive and early communications and engagement

Risk	Consequence	Mitigation
Disruption to businesses	Disruption to the operation of businesses on Hereford Street during the construction period	Daily engagement with the business owners to identify concerns and inform on construction activities.  Undertake some construction during hours that businesses are not open.

### Implementation

6.47 Implementation dependencies - New buildings are under construction and planned at 2 and 9 Cathedral Square:

Building	Planned completion date
2 Cathedral Square (Nexus Point)	October 2019
9 Cathedral Square (Redson)	Late 2020

The developers of both of these buildings have requested that the kerbs and footpaths on Hereford Street be completed on time to meet the opening dates for each of their buildings. The project team is engaging with representatives of these buildings to enable this to occur as efficiently as possible.

6.48 Implementation timeframe – The project team is aware of the impact of the construction works on the surrounding businesses and will be working with the contracting industry to ensure these impacts are minimised when determining construction timeframes.

### Delivery Option Summary - Advantages and Disadvantages

6.49 The advantages of this option include:

- Repair to damaged road and footpaths;
- Widened vehicle lanes for maintaining a local distributor street;
- Provision of outdoor dining spaces on the footpath outside Rockpool and the BNZ Centre, where dining activity currently exists;
- Night time small passenger service vehicle parking;
- New street trees in raised planters incorporating seating;
- Painted on-road cycle lanes;
- Three mobility parks on Hereford Street; and
- Completion of the entire work in one phase, thus minimising the length of time of disruption to businesses and users of the street.

6.50 The disadvantages of this option include:

- Loss of 14 on-street car parks. However, there are two car parking buildings existing and proposed in this length of Hereford Street providing more than 690 casual car parks (in Hereford and The Terrace car parks); and



- Disruption to businesses and users of the street during the construction period. The construction team will work to minimise the length of time that construction is undertaken and will engage with businesses to ensure that construction impacts are minimised.

## 7. Delivery Option 2 – Phased Upgrade

### Option Description

- 7.1 This option provides for the full upgrade as detailed in Option 1, but scheduled to be undertaken in three phases to suit the needs of business owners and developers.
- 7.2 The separate phases of work are as follows:
- 7.2.1 Phase 1: Upgrade Manchester Street to Colombo Street, plus Colombo Street intersection (including kerb, channel and footpath replacement outside 2 and 9 Cathedral Square) (refer to **Attachment B** for detail of proposed upgrade work)
- 7.2.2 Phase 2: Essential repairs only between Colombo Street and Oxford Terrace (refer to **Attachment C** for extent of repair work required). This is likely to occur at the same time as Phase 1.
- 7.2.3 Phase 3: Upgrade Colombo Street to Oxford Terrace at a later date to be determined.

### Significance

- 7.3 The level of significance of this option is high because of the level of public interest in this street and that the work to complete the upgrade of the full street will be delayed. The proposed timeline in the consultation document showed construction being undertaken over a period of ten months. Option 2 is presented because of the high level of interest of key stakeholders and their concerns since consultation.

### Impact on Mana Whenua

- 7.4 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value. However, the project area is in close vicinity of the Ōtākaro/Avon River, so Matapopore Charitable Trust has been consulted throughout this project and its input has been included in the design for the street.
- 7.5 The Matapopore Charitable Trust has been established by Te Ngāi Tūāhuriri Rūnanga for the provision of cultural advice on Ngāi Tūāhuriri / Ngāi Tahu values, narratives and aspirations for the anchor projects and any other projects associated with the regeneration of Ōtautahi / Christchurch. The Hereford Street project is one of these projects.

### Community Views and Preferences

- 7.6 Consultation on the Christchurch Central Streets and Spaces Design Guide indicates a community view that Hereford Street should be more pedestrian-friendly and incorporate streetscape elements to make this a greener environment.

### Alignment with Council Plans and Policies

- 7.7 This option is consistent with Council's Plans and Policies as provided for in the *Christchurch Central Streets and Spaces Design Guide*.

### Financial Implications

- 7.8 Cost of Implementation – The estimate to complete this work in three phases is \$7.4 million.
- 7.9 Maintenance / Ongoing Costs - The design proposed is broadly aligned to the Christchurch Central Streets and Spaces Design Guide. This was the document used to model future maintenance and operating costs for the central city. As such, the ongoing costs for this proposal have been accounted for in future OPEX budgets.

- 7.10 Funding source – Funding for the upgrade work is through the Council’s capital programme of the 2018-2018 Long Term Plan (Project 19847 AAC Hereford Street (Manchester – Oxford)). The budget provision within the Long Term Plan is \$4,915,383. The additional costs relating to this delivery option would need to be sourced from existing capital (CAPEX) and operational (OPEX) programmes. This would result in reprioritisation of programmes and other works having to be deferred.

### Legal Implications

- 7.11 There is a legal context, issue or implication relevant to this decision
- 7.12 This report has been reviewed and approved by the Legal Services Unit in regard to this option.
- 7.13 The legal consideration concerns the proposed change to the phasing of the upgrade, which was not an option considered or presented during the consultation. The Council has to consider whether it has enough information about the views and preferences of the wider community to the change in timing of delivery of the project.

### Risks and Mitigations

- 7.14 The inherent risks associated with this option are considered to be very high. With the proposed mitigation actions the residual risk is assessed as moderate as some disruption is inevitable.
- 7.15 Key risk, consequences and mitigations are:

Risk	Consequence	Mitigation
Public criticism of not delivering this project within the original time frame consulted on	Negative media, dissatisfied stakeholders.	Implement the Preferred Option.  Proactive and early communications and engagement.
Public criticism of long period for construction completion	Extended delivery period and repeat work in length of Hereford Street between Colombo Street and Oxford Terrace.	Implement the Preferred Option.  Proactive and early communications and engagement.  Communication with the public as to the reasons for the project change and the proposed timing for the upgrade project.
Disruption to businesses	Disruption to the operation of businesses on Hereford Street during the construction periods	Daily engagement with the business owners to identify concerns and inform on construction activities.  Undertake some construction during hours that businesses are not open.
Some safety issues not addressed as promptly as in the preferred option	Continued narrow vehicle lanes (3 m wide) in the length of Hereford Street between Colombo Street and Oxford	Communication with the public as to the reasons for the project change and the

Risk	Consequence	Mitigation
	<p>Terrace until full reconstruction complete.</p> <p>Cyclists continue to cycle in the vehicle lanes between Colombo Street and Oxford Terrace, until full construction complete, though on-road cycle lanes provided in Hereford Street east of this.</p> <p>The condition of Oxford-Colombo until Phase 2 is completed?</p>	proposed timing for the upgrade project.
Criticism from developers and business owners	Some developers and business owners have been supportive of the project for the upgrade of Hereford Street.	Communication with all developers and business owners as to the reasons for the project change and the proposed timing for the upgrade project.

### Implementation

7.16 Implementation dependencies - New buildings are under construction and planned at 2 and 9 Cathedral Square:

Building	Planned completion date
2 Cathedral Square (Nexus Point)	October 2019
9 Cathedral Square (Redson)	Late 2020

The developers of both of these buildings have requested that the kerbs and footpaths on Hereford Street be completed on time to meet the opening dates for each of their buildings. The project team is engaging with representatives of these buildings to enable this to occur as efficiently as possible.

7.17 Implementation timeframe – The project team is aware of the impact of the construction works on the surrounding businesses and will be working with the contracting industry to ensure these impacts are minimised when determining construction timeframes. It should be noted that this delivery option will result in an extended construction period in the area.

### Delivery Option Summary - Advantages and Disadvantages

7.18 The advantages of this option include:

- Phase 1 –
  - Providing an improved streetscape with trees and other street furniture between Manchester Street and Colombo Street
  - Providing painted on-road cycle lanes between Manchester Street and Colombo Street

- Providing one additional on-street mobility car park between Manchester Street and Colombo Street
- Retaining courtesy crossings between intersections for pedestrians
- Phase 2 –
  - Repairing the hazards created as a result of the damaged road, footpaths and drainage between Colombo Street and Oxford Terrace
- Phase 3 –
  - Providing an improved streetscape with trees and other street furniture between Colombo Street and Oxford Terrace
  - Providing wider lanes suitable for maintaining a local distributor road
  - Providing space for outdoor dining
  - Making provision for night-time stopping for taxis and Uber vehicles
  - Providing two on-street mobility parks between Colombo Street and Oxford Terrace
  - Retaining courtesy crossings

7.19 The disadvantages of this option include:

- Phase 1 –
  - Removal of eight on-street parks
  - No improved streetscape between Colombo Street and Oxford Terrace
  - No widened vehicle lanes for maintaining a local distributor collector road between Colombo Street and Oxford Terrace
  - Existing outdoor dining with difficult passage for visually impaired pedestrians
  - Unsafe route for cyclists between Colombo Street and Oxford Terrace
  - No provision for night-time stopping for taxis and Uber vehicles
  - Disruption to businesses and other users of the street during the construction period.
- Phase 2 –
  - Disruption to businesses and other users of the street during the repairs construction period
  - Additional cost to undertake repairs to the length between Colombo Street and Oxford Terrace
- Phase 3 –
  - Removal of six on-street parks
  - Disruption to businesses and other users of the street during the construction period.

## 8. Delivery Option 3 – Essential Repairs

### Option Description

- 8.1 Carry out essential repairs to road, footpath, kerb and channel and renew infrastructure that is not functioning appropriately and in areas could pose a hazard to members of the public using the space. The extent of this work is shown in **Attachment C**.
- 8.2 This option assumes that the full upgrade of Hereford Street will be undertaken at a later date.

### Significance

- 8.3 The level of significance of this option is high because of the level of public interest in this street and that the work to complete the upgrade of the street will be delayed.
- 8.4 This option was not consulted on but has been included as an option now because of the high level of interest of key stakeholders and their concerns since consultation.

### Impact on Mana Whenua

- 8.5 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

### Community Views and Preferences

- 8.6 The Christchurch Central Streets and Spaces Design Guide indicates a view that Hereford Street should be more pedestrian-friendly and incorporate streetscape elements to make this a greener environment. Repairing the road does not address the issues of the road being a local distributor, cyclist safety, pedestrian safety, amenity or transport mode change required for the central city. An upgrade later will address these issues.

### Alignment with Council Plans and Policies

- 8.7 This option, if a full upgrade is not undertaken in the future, would be inconsistent with Council's Plans and Policies
- 8.7.1 Inconsistency – An option for repairs only is inconsistent with the Christchurch Central Recovery Plan and the Christchurch Central Streets and Spaces Design Guide.
- 8.7.2 Reason for inconsistency – A repairs only option fails to address the objectives of the Christchurch Central Recovery Plan and the Christchurch Central Streets and Spaces Design Guide. It is inconsistent with the 2018-2028 Long Term Plan which shows this project being completed in Financial Year 2020.

### Financial Implications

- 8.8 Cost of Implementation – The cost associated with this option would be the cost to repair the street to make the footpaths safe, replace kerb and channel and improve stormwater drainage. The estimated cost of undertaking essential repairs is approximately \$1.9 million. If upgrade of the whole street is to be undertaken at a later stage then the estimated total cost would be \$7.33 million. These estimates provide for total project costs.
- 8.9 Maintenance / Ongoing Costs – Modelling of future maintenance and operational costs for this street have assumed that the upgrade would be undertaken. Additional costs for resurfacing and footpath and drainage repairs have not been allowed for.
- 8.10 Funding source – Funding for the additional costs for essential renewals and repairs would be sourced from existing capital (CAPEX) and operational (OPEX) programmes. This would result in reprioritisation of programmes and other works having to be deferred.

### Legal Implications

- 8.11 There is a legal context, issue or implication relevant to this decision.
- 8.12 This report has been reviewed and approved by the Legal Services Unit in regard to this option.
- 8.13 The legal consideration arises from the fact the option of essential repairs only was not a specific matter discussed in the consultation (which only concentrated on the proposed upgrade, for which funding has been allocated in the Long Term Plan). However, the Council can determine, where there are good reasons and after consideration of community views, that it will not proceed with any project signalled in the Long Term Plan. The Council would need to consider

whether it has sufficient information about wider community views on this option, if it is to adopt this option.

### Risks and Mitigations

8.14 The risks associated with the repair option are considered to be high.

8.15 Key risk, consequences and mitigations are:

Risk	Consequence	Mitigation
Public criticism of not delivering this project	Negative media, dissatisfied stakeholders	Implement the Preferred Option  Proactive and early communications and engagement
Disruption to businesses	Disruption to the operation of businesses on Hereford Street during the construction period	Daily engagement with the business owners to identify concerns and inform on construction activities.  Undertake some construction during hours that businesses are not open.
Some safety issues not fully addressed	Continued narrow vehicle lanes (3 m wide) in the length of Hereford Street between Colombo Street and Oxford Terrace.  Cyclists continue to cycle in the vehicle lanes between Manchester Street and Oxford Terrace though on-road cycle lanes provided in Hereford Street east of this.	Communication with the public as to the reasons for the project change and the proposed timing for the upgrade project.
Criticism from developers and business owners	Some developers and business owners have been supportive of the project for the upgrade of Hereford Street. Specifically the owner of 2 Cathedral Square has requested that the footpath, kerb and channel be completed outside this property for its completion of October 2019.	Undertake full footpath, kerb and channel reconstruction outside 2 Cathedral Square.  Communication with all developers and business owners as to the reasons for the project change and the proposed timing for the upgrade project.

### Implementation

8.16 Implementation dependencies - The implementation of this option will be dependent on allocation of finance for its completion. No specific budget has been set aside for this work

8.17 Implementation timeframe – A preliminary programme for this repair option indicates work commencing in October 2019 with completion in April 2020.

### Delivery Option Summary - Advantages and Disadvantages

8.18 The advantages of this option include:

- Repair works may not create as much disruption as a total street upgrade, though some disruption is inevitable
- Deferred spending of capital budget
- On-street parking retained after completion of repair work.

8.19 The disadvantages of this option include:

- Some disruption to businesses and other users of the street during the construction period
- Further disruption at a later date if full reconstruction undertaken later
- No improvement to streetscape if repairs only undertaken, or delayed improvement if full reconstruction delayed
- Wider lanes not provided as required for maintaining a local distributor road and safe operation of the passenger transport route
- Existing outdoor dining space with difficult passage for visually impaired pedestrians
- No provision for night-time stopping for taxis and Uber vehicles
- One existing on-street mobility park compared to three in preferred option
- Additional cost to undertake repairs and then reconstruct at a later date.

### Attachments

No.	Title	Page
A	Hereford Street (Manchester - Oxford) - Consultation plan	
B	Hereford Street (Manchester - Oxford) - Consultation Plan - modified following consultation input	
C	Hereford Street (Manchester - Oxford) - Repairs option plan	

### Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

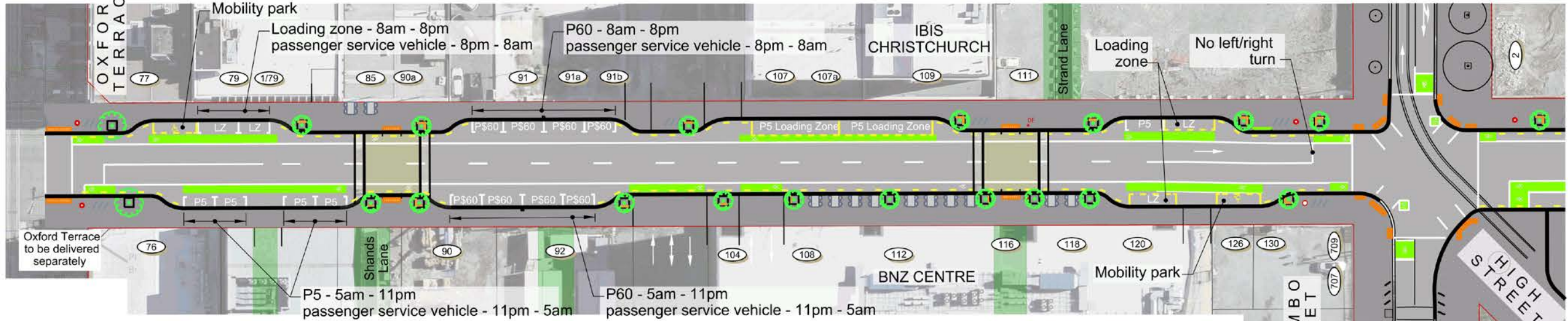
## Signatories

<b>Authors</b>	Neil Gillon - Senior Project Manager Jennie Hamilton - Senior Engagement Advisor Judith Cheyne - Associate General Counsel
<b>Approved By</b>	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport Peter Langbein - Finance Business Partner David Adamson - General Manager City Services





# HEREFORD STREET



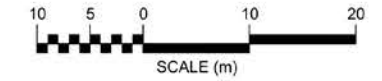
KEY			
	Existing kerb		Proposed trees: Pyrus 'Candelabra' - ornamental callery pear
	Proposed kerb		Tilia platyphyllos - lime tree
	No stopping		Laneways
	Tactile pavers		Raised courtesy crossing
	Cycle stands		Outdoor dining
	Rubbish bins		
	Landscape seating		
	Drinking Fountain		



Tilia platyphyllos - lime tree



Pyrus 'Candelabra' - ornamental callery pear



# HEREFORD STREET

