

14. Hearings Panel Report to the Council on the High Street Revitalisation and Tram Extension Project

Reference: 19/938851

Presenter(s): Councillor Deon Swiggs - Chair of Hearings Panel

Secretarial Note: As this consultation was subject to a Hearings Panel process, the risk is that if the Council does not make a decision on the matter prior to the elections, the membership of the panel might change and a new panel (and hearings process) may need to be established.

1. Purpose of Report

- 1.1 The purpose of this report is to present to the Council the Hearings Panel's recommendations following the consultation and hearings process on the High Street revitalisation and tram extension.
- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making recommendations to the Council. The Council can then accept or reject those recommendations as it sees fit bearing in mind that the Local Government Act 2002 s.82(1)(e) requires that "the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration."
- 1.3 The Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report which includes a summary of the written and verbal submissions that were presented at the hearings, any additional information received and the Hearings Panel's considerations and deliberations. Links to the Hearings Panel agenda, which includes the written submissions, and the Minutes of the Hearings Panel meeting are available:

Agenda: <https://bit.ly/2HeUeab>

Minutes: <https://bit.ly/2KPkoRU>

2. Hearings Panel Recommendations

That the Council:

1. Approves the scheme design of the network transformation project for:
 - a. Option 1 for the mid and northern blocks of High Street including the intersection upgrade with Tuam Street, as detailed in **Attachment A**;
 - b. Option 1B for the southern block of High Street as detailed in **Attachment B**; and
 - c. The extension of the tram route from the High Street / Lichfield Street intersection as detailed in **Attachment A**.
2. Requests staff conduct further engagement on the scheme design for the southern block of High Street between Tuam and St Asaph Streets and report back to the appropriate Committee.
3. Resolves that the detailed traffic resolutions required for the implementation of the project are brought back to the Infrastructure, Transport and Environment Committee, or appropriate

delegated committee for approval at the end of the detailed design phase, prior to the beginning of construction.

4. Notes that staff will investigate during the detailed design phase:
 - a. A Barnes dance crossing at the Lichfield Street/Manchester Street/High Street intersection.
 - b. The interaction between cyclists and cars at the High Street /St Asaph Street/Madras Street intersection.
 - c. Stop signs instead of give ways at the High Street/Tuam Street intersection.

3. Background

- 3.1 This project aims to revitalise High Street between Cashel Street and St Asaph Street, and the length of Cashel Street between High Street and Manchester Street. It also provides for the extension of the tram route into Poplar Street (via Lichfield Street) and returning onto High Street near Tuam Street.
- 3.2 This supports the development of the central city through public realm improvements identified in the Central City Recovery Plan. The project will help make the city more pedestrian-friendly and safe, and assist with the greening of the central city.
- 3.3 In the 2018-2028 Long Term Plan the tram extension and street revitalisation are listed separately:
 - Project ID 18342 – High Street (Hereford – St Asaph).
 - Project ID 45318 – Tram Extension – High Street.
 - Note that the title for Project ID 18342 provides for the length of High Street between Hereford Street and St Asaph Street. However, the length between Hereford Street and Cashel Street was undertaken separately under Project ID 34418 – Paving Central City, City Mall and High Street.
- 3.4 The officers' preferred option (Option 1) which was submitted to the Hearings Panel proposes to introduce new landscaping and paving, widened footpaths and a slow street (10 km/h). A single surface boundary to boundary (no kerbs and gutters) would be constructed in the southern two blocks allowing for an informal street and future flexibility in the street layout. The plan for Option 1 is included as **Attachment A**.
- 3.5 Officers also submitted two sub-sets of Option 1, known as Options 1A and 1B. Option 1A allowed for the full revitalisation of the street with additional car parks in the southern block. Option 1B allowed for the revitalisation of the street between Cashel Street and Tuam Street, and improvements to the High Street/Tuam Street intersection, but essential repairs only to the southern block of High Street. The Hearings Panel recommended adopting Option 1B for the southern block of High Street and the plan is attached as **Attachment B**.
- 3.6 Options 1, 1A and 1B all include the tram extension.
- 3.7 Option 2 is to complete the tram extension and carry out asset repairs only for the full length of High Street.

4. Consultation Process and Submissions

- 4.1 Property owners, businesses and tram operators were advised of the revitalisation and tram extension project from March 2018. Various concepts to upgrade the street were discussed with them at drop-in sessions and workshops.
- 4.2 When the project area was expanded in January 2019 to include the Cashel Street block, other stakeholders who were most affected were invited to view possible options.
- 4.3 Proposals were discussed with the Joint Technical Review Panel including representatives from Environment Canterbury, the New Zealand Transport Agency and Ōtākaro Limited.
- 4.4 Emergency services representatives raised no issues when they viewed the concept plans at a meeting to discuss scheme designs for central city projects.
- 4.5 Staff twice presented concepts to the Central City Transport Liaison Group comprising representatives of a wide range of city groups with an interest in transport.
- 4.6 Formal consultation on a preferred plan opened on 14 May and closed on 10 June 2019. The High Street revitalisation received 90 submissions and the tram extension received 62.
- 4.7 The tram extension received broad support during the consultation, with 81% of submitters indicating support for this part of the project.
- 4.8 Submissions on the street revitalisation were more diverse. The most significant issue raised by submitters was provision of on-street car parking. 23 submitters wanted less emphasis on cars and car parking, with some indicating a preference for full pedestrianisation of the street. In contrast, 25 submitters wanted more parking spaces to support local businesses with many commenting that the Council should replace any on-street car parks with conveniently located off-street parking.
- 4.9 In particular, 19 submitters opposed the reduction of car parking in the southern block of High Street and put forward an alternative plan for this block which provided for 29 car parks, plus a mobility park and loading zone. The submitters named their alternative plan 'Option C'.
- 4.10 The officers' detailed report on the consultation and matters raised in written submissions is included in the officers' report to the Hearings Panel (**Attachment C**).

5. Officers' Analysis of Options

- 5.1 The options analysis in this section is the same as the officers' options analysis which was provided to the Hearings Panel.
- 5.2 The following reasonably practicable options were considered by the Hearings Panel:
 - Option 1 – Full revitalisation of High Street and tram extension (Preferred).
 - Option 2 – Tram extension and asset repairs.
- 5.3 The Hearings Panel also considered the following which are subsets of Option 1:
 - Option 1A – Revitalisation of the two northern blocks of High Street. Full revitalisation of the southern block with some additional parking.
 - Option 1B – Revitalisation of the two northern blocks and do minimum in the southern block of High Street.
- 5.4 Option 1 provides for the tram extension. The extension is contingent on the Council reaching an agreement for purchase of the land required to form the tram track loop between Poplar Street and High Street. Negotiations are progressing with the body corporate representing the individual land owners.

Option Descriptions

5.5 **Preferred Option: Option 1** - Full revitalisation of High Street and tram extension, including minor changes

5.5.1 Option Description: This option provides for the full revitalisation of High Street between Cashel Street and St Asaph Street, and Cashel Street between High Street and Manchester Street, and the extension of the tram route. It differs from the consultation plan by minor changes to the three blocks of High Street in response to submissions received.

Key features of the scheme include:

- Revitalises the three city blocks through new landscaping and paving, widened footpaths and a slow street (10 km/h) with a single surface boundary to boundary (no kerbs and gutters) in the southern two blocks allowing for an informal street and future flexibility in the street layout.
- Enhanced streetscape to provide a more attractive place for people to visit and do business.
- Widened footpath where possible to cater for increased foot traffic including a large widened pedestrian amenity area outside the Duncan’s Building in the southern block of High Street.
- Creates an entry to the central city from Lyttelton, Sumner and Ferrymead following a diagonal route first used by Māori, represented in the streetscape by cultural markers and tohu (signs, symbolic representations) which represent Ngāi Tūāhuriri hapū sites of significance and associations with travel.
- Safe cycle link between the cycleway on St Asaph Street and Tuam Street, and the Heathcote Expressway on Ferry Road.
- Accessible for all users.
- Courtesy crossings to provide safe and accessible mid-block crossings of High Street.
- Provision of time-restricted parking spaces as detailed in the table below:

| | Northern Block | Middle Block | Tuam Street (additional) | Southern Block | Total |
|-------------------------------|----------------|--------------|--------------------------|----------------|-----------|
| P60 metered | 27 | 8 | 3 | 12 | 50 |
| P30 metered | 0 | 1 | 0 | 0 | 1 |
| P30 metered or P5 free | 0 | 3 | 0 | 0 | 3 |
| Mobility | 2 | 1 | 0 | 1 | 4 |
| Loading Zone | 2 | 1 | 1 | 1 | 5 |
| Motorcycle | 0 | 2 | 0 | 1 | 3 |
| Total | 31 | 16 | 4 | 15 | 66 |

- Simplified intersection at Tuam Street reducing number of signal poles from 19 to six.

- Additional street trees and a large rain garden to provide amenity and environmental benefits.
- Southern block one-way from Tuam Street to St Asaph Street allowing for vehicle exit into St Asaph Street to be reinstated.
- Tram route extended along Lichfield Street, Poplar Street and back up High Street.

5.5.2 Option Advantages

In addition to the scheme features listed above, this option:

- Provides a focus on pedestrian amenity by providing widened footpaths, slower vehicle speeds, and additional seating and landscaping.
- Safety for pedestrians.
- Support for future development.
- Is supported by 40 submitters with 23 submitters requesting less emphasis on parking.

5.5.3 Option Disadvantages

- Reduces the number of on-street parking spaces by 27. This reduction is measured from Option 2 – the number that will exist once all construction barriers have been removed.

5.6 **Option 1A** – Full revitalisation of the southern block of High Street with additional parking.

5.6.1 Option Description: This option provides for the full revitalisation of High Street between Tuam Street and St Asaph Street, as for Option 1, but with additional parking as requested by 25 submitters.

The changes in the key features from Option 1 are:

- Removal of the courtesy crossing and one street tree in the vicinity of 165 High Street.
- Increased parking numbers – 16 60-minute metered parking spaces, one loading zone, one mobility park, and one park for motorcycles, as detailed in the table below:

| | Southern Block | Additional parking over Option 1 |
|---------------------|----------------|----------------------------------|
| P60 metered | 16 | 4 |
| Mobility | 1 | 0 |
| Loading Zone | 1 | 0 |
| Motorcycle | 1 | 0 |

5.6.2 Option Advantages

In addition to the features listed above and in Option 1, this option:

- Provides additional parking in the southern block to meet the request of 19 submitters who state that parking is required to ensure the survival of new

businesses in this block, while maintaining the objective of this being a key pedestrian and cycle street.

- Flexibility of the single surface treatment enables additional parking to be implemented in future without significant construction works and associated costs.

5.6.3 Option Disadvantages

- Removes additional pedestrian amenity space on the footpath, a courtesy crossing and one proposed street tree as a result of the additional parking provision, compared to Option 1.
- Removes 23 parking spaces in the southern two blocks (from what will exist once all existing barriers are removed) – the tram extension and asset repairs option (Option 2).

5.7 **Option 1B** – Do minimum in the southern block of High Street.

5.7.1 Option Description: This option provides for repairs to be undertaken in the southern block between Tuam Street and St Asaph Street to make good damage caused as a result of the earthquakes and from subsequent demolition works, and includes the proposed changes at the Tuam Street / High Street intersection. The repair work includes footpath resurfacing and road repairs where required.

Work is required at the Tuam Street intersection to enable removal of the extra traffic signals and permits operation of the intersection in a safe manner with the modified street layout in the middle block.

The speed limit within the southern block would be maintained at 30 km/h.

5.7.2 Option Advantages

- Allows for the safe and efficient operation of the Tuam Street / High Street intersection.
- Reduces the extent of disruption to businesses and users of the southern block of High Street. Note that repair works will still cause some disruption.
- Retains most of the existing parking spaces, except where modifications are required at the Tuam Street / High Street intersection.
- Provides an estimated saving to this project in the Transport Programme budget in the 2018-2028 Long Term Plan for the High Street project (CPMS 19342) of \$1.0 million.

5.7.3 Option Disadvantages

- Does not meet the Council's objective for the southern block of High Street of supporting the development of the central city through public realm improvements identified in the Central City Recovery Plan.
- Does not provide for a connection between key cycle routes in St Asaph Street, Tuam Street and Ferry Road.
- Does not help make this block of the city more pedestrian friendly and safe nor does it assist with the greening of the central city.
- Does not provide the exit for traffic from High Street into St Asaph Street.
- Following repair work, the slope on the footpath between the Ara building boundary and the kerb will be greater than permitted in the Council's Infrastructure Design Standard. In order to meet the standard, the kerb will need to

be constructed at a higher level requiring significant reconstruction of the adjacent roadway.

- Removes 11 parking spaces in the middle block (from what will exist once all existing construction barriers are removed).

5.8 **Option 2** – Tram extension and asset repairs

5.8.1 Option Description: This option provides for the tram extension, and for repairs to be undertaken in the three blocks to make good damage caused as a result of the earthquakes and from subsequent demolition works. This includes kerb and channel repairs, footpath resurfacing, and road repairs where required.

5.8.2 Option Advantages

- The tram extension is completed once the land purchase is finalised.
- Reduces the magnitude of disruption to businesses and users of High Street and Cashel Street. Note that repair works, however, will cause disruption.
- Retains all existing parking spaces, except where crossings for new buildings are required in the future.
- Provides an estimated saving to this project in the Transport Programme budget in the 2018-2028 Long Term Plan for the High Street project (CPMS 19342) of \$5.9 million.

5.8.3 Option Disadvantages

- Does not meet the Council's objective of supporting the development of the central city through public realm improvements identified in the Central City Recovery Plan.
- Does not provide for a connection between key cycle routes in Ferry Road and Tuam Street.
- Does not help make the city more pedestrian friendly and safe nor does it assist with the greening of the central city.
- Does not provide the exit for traffic from High Street into St Asaph Street.
- Following repair work, the slope on the footpath between the Ara building boundary and the kerb will be greater than permitted in the Council's Infrastructure Design Standard. In order to meet the standard, the kerb will need to be constructed at a higher level requiring significant reconstruction of the adjacent roadway.

Analysis Criteria

5.9 A multi-criteria analysis was undertaken for the options providing revitalisation of the three blocks of High Street (Option 1 and Option 1 with 1A). The analysis considered the following factors:

5.9.1 Transport:

- Alignment with strategies.
- Pedestrian, vehicle and parking provision.
- Cycle facilities.

5.9.2 Tram:

- Alignment with strategies.
- Operational requirements.
- Future proofing of tram route.

5.9.3 Amenity and context:

- Alignment with Streets and Spaces Design Guide.
- Vitality / amenity / footfall.
- Corners of the frames.
- Flexibility / future proof urban environment.
- Urban gateway concept.
- Greening the city.
- Ecology.
- Street trees.
- Impact on heritage settings.

5.9.4 Stakeholders

- Alignment with community expectation.
- Alignment with adjacent owners and occupiers.

5.9.5 Risks associated with the timing of project delivery.

Options Considerations

- 5.10 Option 1 meets the objectives of the Council's Long Term Plan.
- 5.11 Option 1A amends Option 1 by adding extra on-street parking in the southern block of High Street.
- 5.12 Option 1B is an alternative amendment to Option 1 providing for the Tuam Street / High Street intersection to be modified but the length of High Street south of this to be repaired only. The revitalisation of the southern block of High Street would be reprogrammed, depending on the availability of budget or, alternatively, not undertaken. This option would not meet the objectives of the Long Term Plan.
- 5.13 Option 2 does not provide for revitalisation of High Street or the block of Cashel Street but provides for their repair only. It includes the extension of the tram route in High Street. The revitalisation of High Street and Cashel Street would be reprogrammed, depending on the availability of budget or, alternatively, not undertaken. This option would not meet the objectives of the Long Term Plan.

6. Changes Proposed as a Result of Consultation

- 6.1 The officers' preferred Option 1 incorporates the following minor changes as a result of the feedback received on the consultation plan:

6.1.1 Northern block

- Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing.
- Commemorative plaque retained in its present location in paving in City Mall.

6.1.2 Middle block

- One additional park for motorcycles located outside 174/176 High Street.
- 60 minute metered parking outside C1 café and opposite 180 High Street changed to shorter term parking (30 minute metered parking and 5 minute free parking).
- Corgis (sculptures) placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.

6.1.3 Southern block

- Motorcycle parking space opposite 155 High Street replaced by 60 minute metered car park
- Additional motorcycle parking space located outside 143 High Street.
- Street furniture relocated from outside 139 High Street to provide access to the building from High Street.
- Cycle crossing across St Asaph Street added.

- 6.2 Officers prepared options 1A and 1B as subsets of Option 1 to provide the Hearings Panel with further potential options in response to submissions.

7. The Hearing

- 7.1 The Hearings Panel consisted of Councillor Davidson, Councillor East and Councillor Swiggs. The Hearings Panel elected Councillor Swiggs to be the Chair.
- 7.2 On 14 August 2019 the Hearings Panel conducted a site visit with Council officers. During the visit Council officers outlined the key proposals and responded to questions from the Hearings Panel.
- 7.3 The Hearings Panel convened on Thursday 15 August 2019 to consider and deliberate on all submissions received on the proposal.
- 7.4 Prior to hearing oral submissions Council officers presented a brief overview of the project and outlined the amendments they recommended as a result of considering the written submissions and engaging with local businesses.
- 7.5 14 submitters presented verbal submissions to the Hearings Panel. These submitters raised the following points:
- 7.5.1** Two submitters strongly supported the tram extension and requested the Council to deliver this project before the TRENZ event in May 2020. Other submitters were generally supportive of the tram extension with nobody speaking against it and one describing it as a 'no brainer'.
- 7.5.2** Five submitters said that they would prefer to see less emphasis on cars on High Street, and indicated a preference to see fewer car parks or to close the street to cars entirely. The reasons for this included to make the street safer and to make the street a more

pleasant location for people to spend time in, which would in turn encourage people to visit the businesses on the street.

- 7.5.3** In particular, one submitter indicated their frustration at the lack of action in response to climate change and requested the Council to be more proactive in encouraging mode shift to reduce carbon emissions, including prioritising enhancements to active transport and public transport and reducing on-street car parking.
- 7.5.4** A further submitter suggested reinstating the central city shuttle bus to make it easier for people to park further away from their destination.
- 7.5.5** Six submitters said that they wanted additional car parks to be provided on the street compared to what is in the proposal. The reasons for this primarily related to providing easy access for business customers. Two submitters indicated that they would not have invested in this area of the city if they had known the Council would reduce the level of on-street parking, with one describing the Council as their biggest risk to economic development. One submitter advised the Hearings Panel that existing casual parking in the area is already at capacity, and showed a photo of the parks in the southern block of High Street being full at 8pm on a Tuesday evening.
- 7.5.6** The same six submitters indicated support for what they termed ‘Option C’ which was an alternative proposal for the southern block of High Street submitted by businesses in the area (and also included in written submissions). The plan provided for additional parking on the southern block. One of the submitters advised that it was approved by a safety auditor.
- 7.5.7** One submitter advised the Hearings Panel that their experience from pre-earthquake times is that pedestrian traffic has always started to decline at the southern end of High Street because it is at the periphery of what people identify as the Central City, so pedestrian traffic cannot be relied on as the sole contributor to business activity on this block.
- 7.5.8** Three submitters quoted clauses from the Christchurch Transport Strategic Plan. A particular concern for these submitters was a clause stating that where there is a need to reduce on-street parking and there remains a need for parking in the area, parking will be reallocated to convenient off-street locations. The submitters alleged that the Council is not doing this. The submitters further indicated that they were told by Council officers that the Lichfield car park is the alternative parking, and argued that this facility is too far away to service southern High Street.
- 7.5.9** In response to questions from the Hearings Panel about the car parking facilities outside Little High and in the Salt District, submitters advised that the Little High car park is over capacity and most parks in the Salt District parking building are subject to long term leases. There is no guarantee that there will be ongoing parking availability for casual users in privately owned off-street parking facilities.
- 7.5.10** Four submitters raised concerns about the consultation process. Two suggested that their business tenants were not directly consulted with and should have been. A further two submitters suggested that the Council’s engagement was focused too heavily on businesses at the expense of local residents and other advocacy groups.
- 7.5.11** Three submitters discussed the central city needing to compete with suburban malls. Two of these emphasised the importance of easily accessible parking to be competitive. They acknowledged that suburban mall parking is often some distance from the shops but argued that this is mitigated by a strong sense of connection between shopping and parking areas. The third submitter disagreed, arguing that transport access to suburban

malls can also be difficult and parking is some distance from the shops. Instead they argued the suburban malls' success is because they are indoors, and the central city should compete with them by providing attractive outdoor and pedestrian areas which suburban malls lack.

- 7.5.12** One submitter provided a detailed review of safety concerns, particularly for people with visual impairments, and requested to be involved in the detailed design process to address these risks.
- 7.5.13** One submitter focused on the speed of delivery and indicated that businesses in the area will struggle to survive if the construction is not delivered promptly. The submitter also stated their belief that businesses are often exposed to costs which should be met by the contractor. Examples include the lack of compensation for businesses when the contract is not completed on time, and contractors using on-street parking for their vehicles and equipment when not in use instead of finding suitable off-street parking.
- 7.5.14** One submitter expressed a belief that a significant number of on-street car parks in this area are being used by local employees and Ara students, often for all day parking. The submitter suggested that these people will be used to walking around the central city to avoid losing their car park, and people wanting short-stay parking will have already adjusted to parking elsewhere and walking to their destination. The submitter suggested negotiating with Ara Institute of Canterbury to allow visitors to the central city to use their off-street car parking outside of work hours.

8. Consideration and Deliberation of Submissions on the Tram Extension and Northern Blocks of High Street (Cashel Street – Tuam Street)

- 8.1 The Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from Council officers during the hearing.
- 8.2 The Hearings Panel noted the support for the tram extension from the majority of submitters.
- 8.3 The key issues the Hearings Panel addressed are as follows:

Consultation Process

- 8.3.1** The Hearings Panel asked officers to respond to submitters' comments that some businesses in the area were not consulted directly.
- 8.3.2** Officers advised the Hearings Panel that the consultation was advertised extensively including on the Council's website, social media, radio and newspaper. Consultation booklets and invitations to drop in sessions were also hand delivered to all buildings along the route. The Council conducted 20 meetings with stakeholders and officers asked landlords and/or central offices in larger buildings within the project area to forward the information to tenants so they were aware of the proposal and upcoming meetings.
- 8.3.3** Officers also noted submitters' comments that the alternative 'Option C' was developed by all active owners and tenants in the area, indicating that they were aware of the consultation and could have submitted if they wanted to.
- 8.3.4** Officers also advised that some buildings on High Street were not tenanted when the engagement process commenced.

Risk Mitigation

8.3.5 The Hearings Panel asked officers to respond to the submission about safety for those with visual impairments.

8.3.6 Officers advised that they met with an advisor from the Blind Foundation on 3 May 2019 to review High Street proposals. Any concerns can be addressed during the detailed design phase and it is standard process to invite the Blind Foundation to participate in this.

Speed of Delivery

8.3.7 Officers assured the Hearings Panel that they will work with the contractor to deliver the project as quickly as possible and with comprehensive communications undertaken. Transport projects have been delivered ahead of schedule this year with the second stage of the Heathcote Expressway Cycleway completed a month early.

Northern Block (Cashel Street – Lichfield Street)

8.3.8 The Hearings Panel raised concerns about safety for cyclists on this block.

8.3.9 Officers advised the Hearings Panel that the northern block of High Street has been designed for the safety of cyclists by narrowing the parking spaces on the south-western side of the street to 2 m wide. This then provides a safe space between the parked cars and the adjacent tram track.

8.3.10 The plan does not promote this length of High Street as a cycling route as City Mall to the north does not currently permit cyclists to ride there. Therefore green markings are not proposed for cycle access on this length of High Street. The alternative route for cyclists to access the mall area is via the shared footpath on Manchester Street between High Street and Cashel Street and then via Cashel Street, west of Manchester Street.

8.3.11 The Hearings Panel asked for advice on whether a Barnes dance crossing is viable at the High Street/Lichfield Street/Manchester Street intersection. Officers advised that it might be possible and can be investigated. But they warned it might not be the best option because:

- There is a risk of buses cutting the corner where pedestrians would be more likely to stand in a Barnes dance design.
- The intersection needs to cater for a number of different traffic light phases given the range of transport modes using these streets. A Barnes dance crossing could compromise the efficiency of the traffic movement at the intersection.

Middle Block (Lichfield Street – Tuam Street)

8.3.12 The Hearings Panel asked whether this block could have been made a northbound one-way to allow more room for pedestrian amenity and reduce the likelihood of traffic using it as a rat run to avoid the Manchester Street/Tuam Street intersection.

8.3.13 Officers advised that they did investigate this option and found it had minimal benefits for urban design. The clearance needed for the cycle lane next to the tram track means the additional footpath width will not be achievable. It is also unlikely to be used for rat running because of the slow speed and the oblique nature of the access from Manchester Street.

8.3.14 The Hearings Panel asked about reducing the width of the footpath build outs to allow more space for parking, as was requested by a submitter.

8.3.15 Officers advised that reducing the width of the footpath in the area the submitter requested would result in a footpath less than three metres wide, which could cause conflicts between vehicles and verandas which are consented to be built.

8.3.16 The Hearings Panel asked if there is potential to increase parking on the northern side around the courtesy crossing.

8.3.17 Officers advised that this would allow space for one extra park at the most, and would result in the loss of the proposed motorcycle parks which were requested by the adjoining business.

Intersection of High Street and Tuam Street

8.3.18 Officers recommended that the Hearings Panel proceed with upgrading this intersection regardless of what option is selected for the southern block. This will allow the intersection to be simplified and the number of traffic light poles reduced to six.

8.3.19 The Hearings Panel discussed the safety of the intersection with regard to interaction between cars and cyclists and suggested that the left turn slip lane from Tuam Street onto High Street, and the left turn from High Street onto Tuam Street, should both be stop signs to raise driver awareness of cyclists. Officers undertook to investigate this during the detailed design phase.

9. Consideration and Deliberation of Submissions on the Southern Block of High Street (Tuam Street – St Asaph Street)

9.1 The majority of the Hearings Panel's deliberations were focused on the southern block of High Street between Tuam Street and St Asaph Street.

9.2 The key issues the Hearings Panel addressed are as follows:

Christchurch Transport Strategic Plan (CTSP)

9.2.1 The Hearings Panel asked for advice on the comments made by submitters regarding the Christchurch Transport Strategic Plan (CTSP), particularly about replacing on-street parking with convenient off-street parking.

9.2.2 Officers advised the Hearings Panel that the clauses quoted by submitters are present in the CTSP and are not disputed. But they need to be read in context. The CTSP has an overarching goal of providing genuine choice between transport modes, and to prioritise certain modes along certain routes. Underneath the CTSP in the hierarchy of policy documents is the Transport Chapter of the Christchurch Transport Plan which identifies High Street as a priority pedestrian route. The Christchurch Transport Plan is a statutory document.

9.2.3 Officers further advised the Hearings Panel that they do not view the Lichfield Car Park as an alternative parking location for High Street. However they do view The Crossing parking building as suitable alternative parking for High Street and the Council made a significant investment in this facility.

Car Parking Capacity

9.2.4 The Hearings Panel asked for advice on how many off-street car parks are available for casual parking within a five minute walk of the southern block.

9.2.5 Council officers advised that there are approximately 790 on-street and permanent off-street parking spaces available for casual parking. This includes The Crossing, the carpark outside Little High Eatery and the Salt District parking building (and takes into account that some parks in these facilities are subject to long term lease arrangements).

- 9.2.6** Approximately 550 temporary off-street car parks are also available in the area.
- 9.2.7** The Lichfield and Hereford Street car park buildings contain a further 1430 permanent car parks and are within a ten minute walk of the southern block of High Street. While some will be subject to long term leases, a conservative estimate is that 700 will be available for casual parking.
- 9.2.8** The Hearings Panel discussed how general public perception appears to be that it is difficult to find a car park in this area, whereas data shows that there is an abundance of car parking available. The Hearings Panel agreed that work needs to be done to shift this perception.

Intersection of High Street/Madras Street/St Asaph Street

- 9.2.9** The Hearings Panel discussed the interaction between cyclists and cars at the intersection of High Street/St Asaph Street/Madras Street and expressed concern that it is not obvious which mode has the right of way at the end of High Street. The Hearings Panel requested officers to investigate this further.

Option C Proposed by Submitters

- 9.2.10** The Hearings Panel asked for advice on whether the 'Option C' proposal from submitters is viable.
- 9.2.11** Officers advised the Hearings Panel that Option C does not meet the Council's design standards. While a submitter indicated it had passed a safety audit, officers have not seen this report and have concerns about the safety of the design.
- 9.2.12** Officers' specific concerns about the design are:
- The tight transition spaces between car parks and the courtesy crossings, and the narrow width of the middle courtesy crossing, will encourage vehicles to drive over the area where pedestrians are waiting to cross.
 - The contra-flow cycle lane is a risk because it is close to the passenger side of parked cars. People in the passenger side of vehicles are not accustomed to checking for cyclists before opening their doors.
- 9.2.13** Officers also reminded the Hearings Panel that six trees were removed on this block to allow construction works to take place, and the developer is required to replace them. The trees shown in the Option C plan appear to be much smaller than the ones which were removed.
- 9.2.14** The Hearings Panel asked officers how many car parks could be accommodated if we use Option C as the base plan but modify it to comply with the Council's design standards.
- 9.2.15** Officers advised that they estimate it would allow for 22 car parks. It would be similar to option 1A. It would take some time for officers to draw the plan and the number of parks might change as they investigate it in more detail.
- 9.2.16** The Hearings Panel asked what could be done to address the apparent dissatisfaction local businesses have about the proposal for this block.
- 9.2.17** Officers advised the Hearings Panel that extensive engagement was carried out with the businesses in this area and it is unlikely that further engagement will result in a different outcome. The main issue seems to be a fundamental disagreement about the design standards the Council uses when designing its streetscapes and it is difficult to

see this changing. But officers will do their best to work with the local businesses if requested.

9.2.18 Officers further advised that when they became aware the local businesses were developing Option C, they met with them to inform them of the design standards that any proposal would be required to meet. It is apparent that the submitters chose to submit a plan that met some of these standards.

Delivery Timeframe

9.2.19 The Hearings Panel asked when physical construction work is likely to start. Officers advised that the detailed design phase will take some time to complete and they also need to confirm if the project will attract NZTA funding. Realistically it could be at least a year before construction commences.

10. Final Recommendations

- 10.1 The Hearings Panel unanimously recommended that the Council proceeds with revitalising the northern and middle blocks of High Street between Cashel Street and Tuam Street, as per Option 1. The Hearings Panel also unanimously recommended that the Council proceeds with the tram extension, and the upgrade of the High Street/Tuam Street intersection as per Option 1. The Hearings Panel requested officers to investigate during the detailed design phase:
 - 10.1.1** A Barnes dance crossing at the Lichfield Street/Manchester Street/High Street intersection.
 - 10.1.2** Stop signs instead of give ways at the High Street/Tuam Street intersection.
- 10.2 The Hearings Panel did not reach a unanimous position on what to do with the southern block of High Street.
- 10.3 Councillor Swiggs and Councillor East expressed concern at the level of opposition from local businesses against the recommended scheme design for the southern block. They supported Option 1B for this block with an additional request to conduct further engagement on the design of the southern block. They noted the officer advice that it might be another year before physical work commences, and expressed a desire for the engagement to occur before then in the hope a revised scheme design can be agreed to allow the full length of High Street to be revitalised.
- 10.4 Councillor Davidson opposed Option 1B and the request for additional engagement, stating that he did not believe additional engagement would lead to a different outcome. Councillor Davidson indicated he would have preferred Option 1 for the full length of High Street, but was prepared to accept option 1A as a compromise position.
- 10.5 By a two to one vote majority the Hearings Panel recommended that the Council proceeds with Option 1B for the southern block of High Street and requests staff conduct additional engagement on the scheme design for the southern block of High Street.
- 10.6 Noting that further work will be done on the design of the southern block, the Hearings Panel requested officers to review the interaction between cyclists and cars at the High Street /St Asaph Street/Madras Street intersection.

Signatories

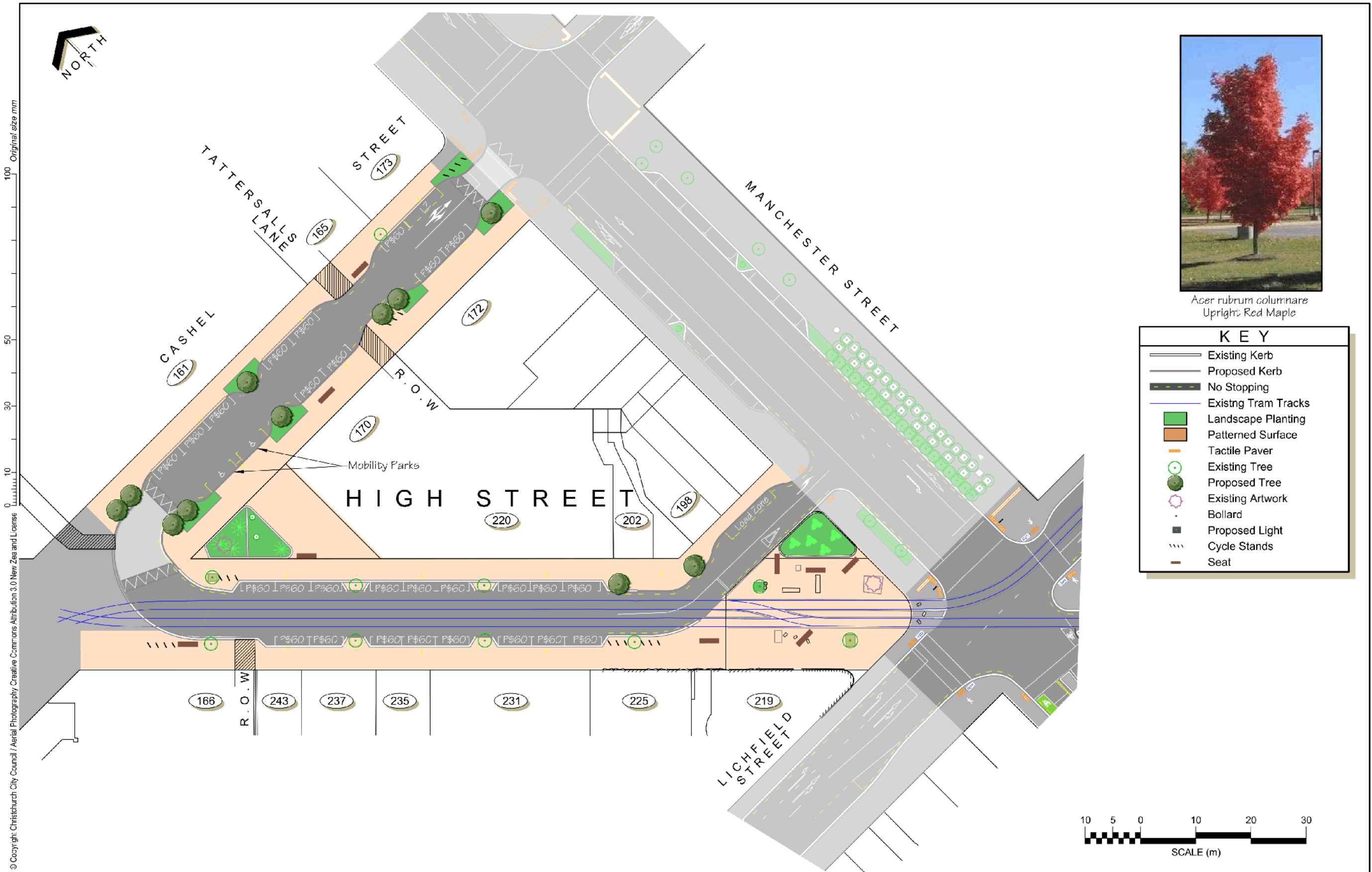
Author Aidan Kimberley - Hearings Advisor

Approved By Councillor Deon Swiggs - Chair of Hearings Panel

Attachments

| No. | Title | Page |
|---------------------|------------------------------------|------|
| A ↓ | High Street - Option 1 Plan | 333 |
| B ↓ | High Street - Option 1B Plan | 337 |
| C ↓ | Officers' Report to Hearings Panel | 339 |

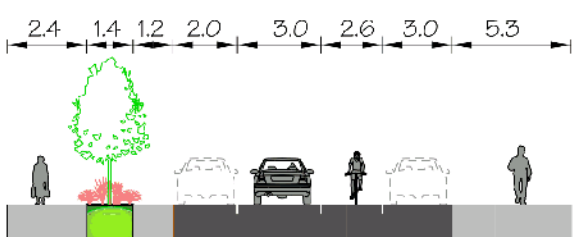
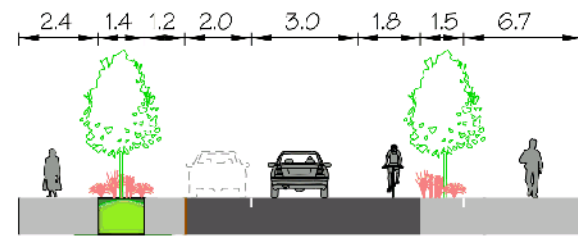




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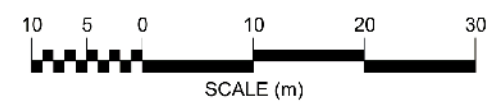


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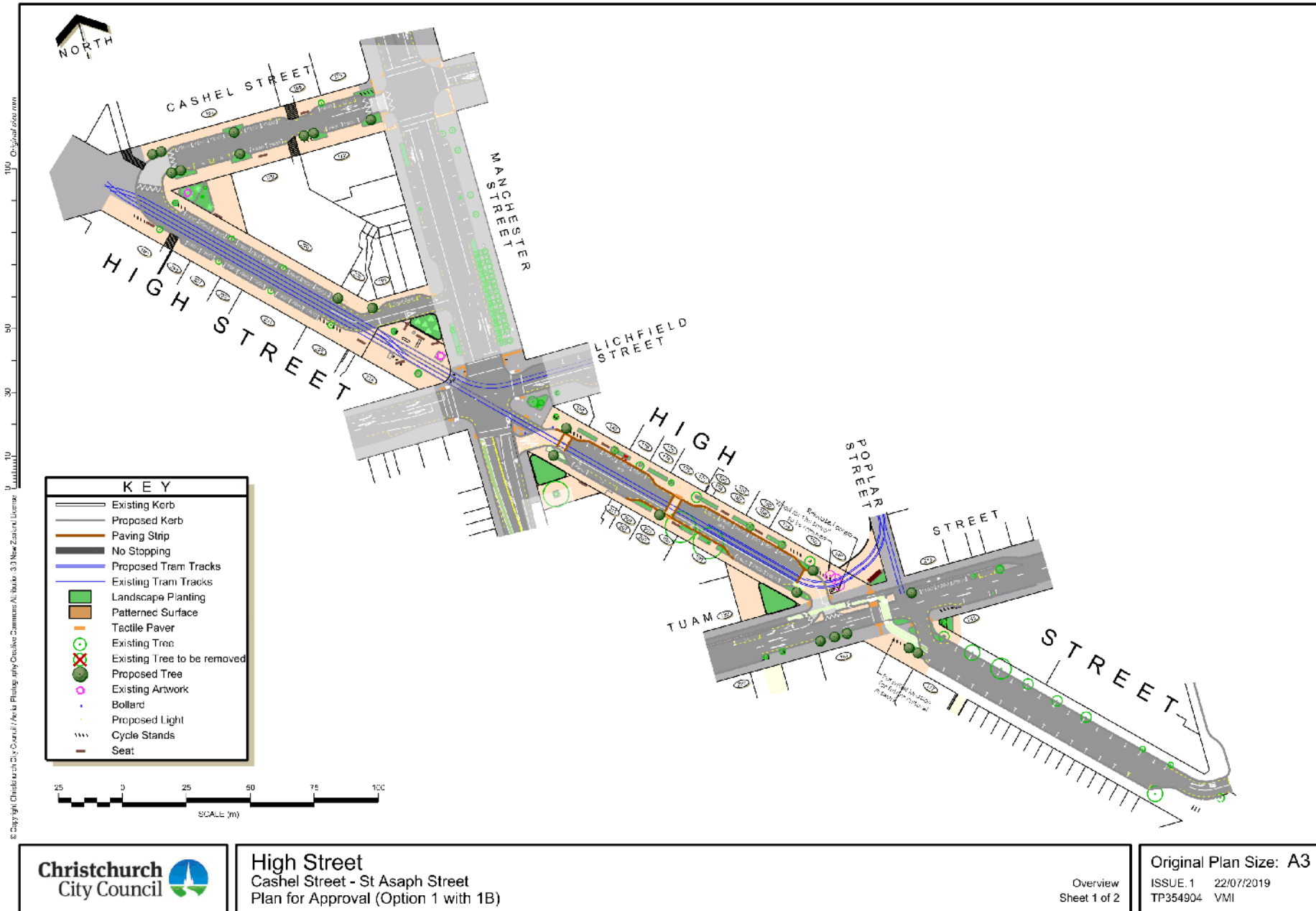


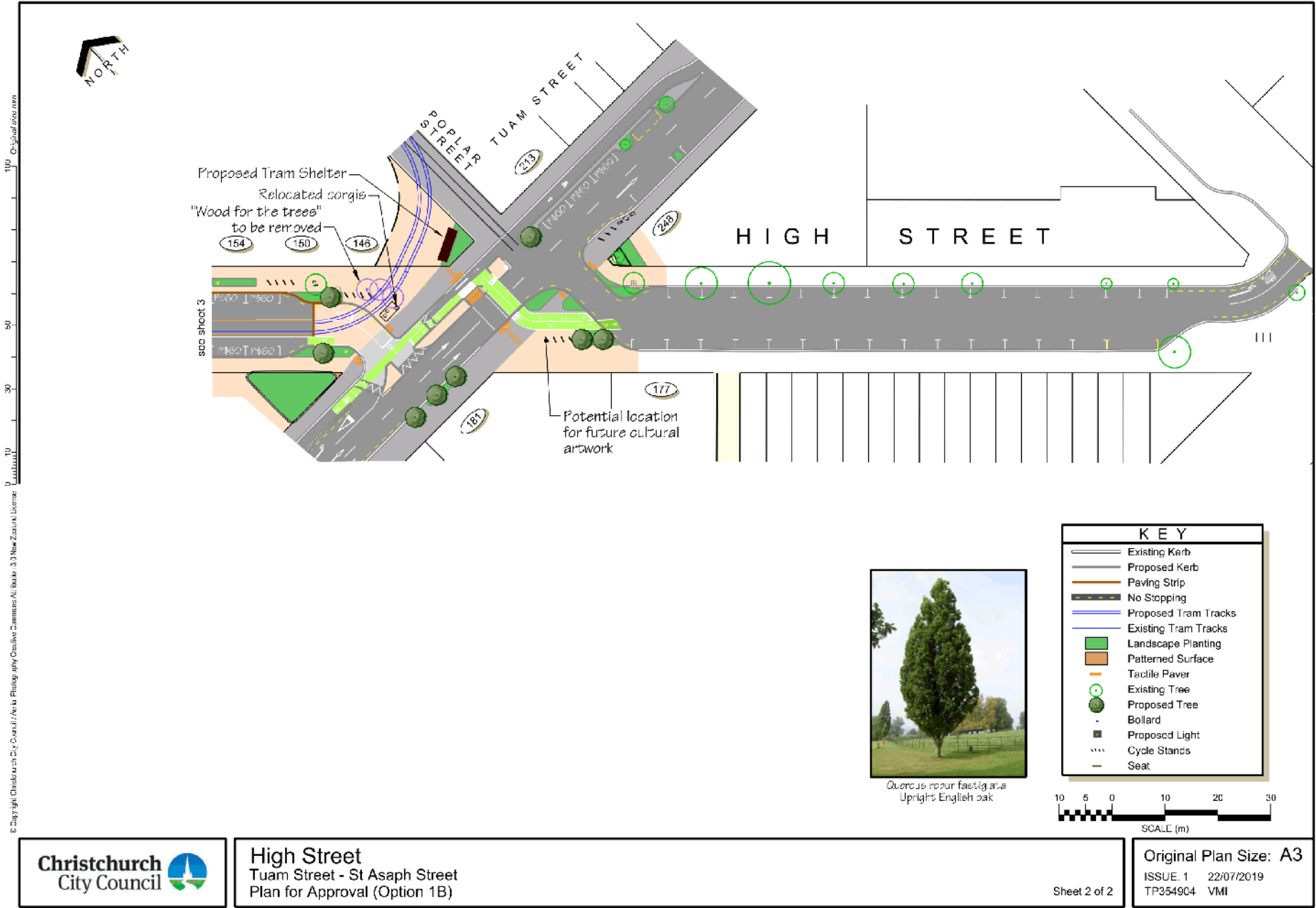
Quercus robur fastigiata
Upright English oak

| KEY | |
|-----|----------------------|
| | Existing Kerb |
| | Proposed Kerb |
| | Paving Strip |
| | No Stopping |
| | Proposed Tram Tracks |
| | Existing Tram Tracks |
| | Landscape Planting |
| | Patterned Surface |
| | Tactile Paver |
| | Existing Tree |
| | Proposed Tree |
| | Bollard |
| | Proposed Light |
| | Cycle Stands |
| | Seat |



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High Street
Tuam Street - St Asaph Street
Plan for Approval (Option 1B)

Sheet 2 of 2

Original Plan Size: A3
ISSUE 1 22/07/2019
TP354904 VMI

Hearings Panel
15 August 2019

Christchurch
City Council 

High Street (Cashel - St Asaph) & Tram Extension - High Street

Reference: 19/609800

Neil Gillon – Senior Project Manager, Transport

Presenter(s): Bill Homewood – Traffic Engineer (Investigation and Design)
Lynette Ellis – Manager Planning and Delivery, Transport

1. Purpose of Report

- 1.1 The purpose of this report is to advise the Hearings Panel about the community consultation process to date and to inform it of the preferred option before it considers the views of submitters both oral and written. The report also requests that the Panel makes a recommendation to Council that Council approve the preferred option. This includes the length of High Street between Cashel Street and St Asaph Street, the length of Cashel Street between High Street and Manchester Street and the extension of the tram route from the High Street / Lichfield Street intersection, as shown in **Attachment A**.

2. Executive Summary

- 2.1 This project revitalises High Street between Cashel Street and St Asaph Street, and the length of Cashel Street between High Street and Manchester Street. This supports the development of the central city through public realm improvements identified in the Central City Recovery Plan, helps make the city more pedestrian-friendly and safe, and assists with the greening of the central city.
- 2.2 The project proposes to introduce new landscaping and paving, widened footpaths and a slow street (10 km/h) with a single surface boundary to boundary (no kerbs and gutters) in the southern two blocks allowing for an informal street and future flexibility in the street layout.
- 2.3 The project also provides for the extension of the tram route from its current end point at the Lichfield Street / High Street intersection into Poplar Street (via Lichfield Street) and returning into High Street near Tuam Street.
- 2.4 Two options have been considered with the preferred option being a modified scheme from that consulted on by making minor changes in the middle and southern blocks of High Street.
- 2.5 Two sub-sets of the preferred option include either adding more parking spaces in the southern block or limiting the work in the southern block to modification of the intersection with Tuam Street and repairs only to the remainder of that block. The latter option will maintain the existing speed limit of 30 km/h in the southern block.
- 2.6 Community views on the project were sought through engagement with key stakeholders and public consultation was undertaken during May and June 2019. Submissions were received from 90 individuals and groups.
- 2.7 The Council's 2018-2028 Long Term Plan identifies the work under two separate projects, High Street (Hereford – St Asaph) (ID# 18342) and Tram Extension – High Street (ID# 45318). The budget provision for the each project is \$6,717,013 (High Street) and \$2,984,400 (tram extension).
- 2.8 The extension of the tram route is contingent on agreement for the Council to purchase land at 146 High Street. Negotiations are progressing with the body corporate representing the individual land owners. The tram extension will not proceed until the land is finally purchased.

3. Staff Recommendations

That the Hearings Panel:

1. Receives the information within and attached to this report and considers the written and oral submissions made as part of the public consultation process.
2. Recommends that the Council approves
 - a. the scheme design of the network transformation project for High Street as detailed in **Attachment A**, and
 - b. the extension of the tram route from the High Street / Lichfield Street intersection
3. Recommends to Council that the detailed traffic resolutions required for the implementation of the project are brought back to the Infrastructure, Transport and Environment Committee, or appropriate delegated committee for approval at the end of the detailed design phase, prior to the beginning of construction.

4. Context/Background

Opportunity

- 4.1 This project provides the opportunity to support the development of the central city through public realm improvements identified in the Central City Recovery Plan.
- 4.2 It also provides for a connection between key cycle routes in Ferry Road and Tuam Street. The project helps make the central city more pedestrian friendly and safe and assists with the greening of the central city.

Strategic Alignment

- 4.3 This project consists of two separate projects within the 2018 – 2028 Long Term Plan:
 - Project ID 18342 – High Street (Hereford – St Asaph)
 - Project ID 45318 – Tram Extension – High Street
- 4.4 Note that the title for Project ID 18342 provides for the length of High Street between Hereford Street and St Asaph Street. However, the length between Hereford Street and Cashel Street has been undertaken separately under Project ID 34418 – Paving Central City, City Mall and High Street.
- 4.5 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.5.1 Activity: Active Travel
 - Level of Service: 16.0.10 Improve the perception that Christchurch is a walking friendly city.
 - 4.5.2 Activity: Roads and 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

Decision Making Authority

- 4.6 The Council has authority in accordance with the Delegations Register, Part D, Sub-part 1, section 2, to make decisions regarding roads within the Central City Area.

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Previous Decisions

- 4.7 No previous decisions in relation to this project have been made by the Council or its committees.
- 4.8 The Mayor, and the Chair and Deputy Chair of the Infrastructure, Transport and Environment Committee were informed of progress on this project by way of a memorandum on 28 February 2019 (ref. [19/214690](#)).
- 4.9 The Council was also briefed on consultation options at its meeting on 9 April 2019 where it recommended the option which would proceed to public consultation. The Waikura/Linwood-Central-Heathcote Community Board was briefed on the project at a seminar on 29 April 2019.
- 4.10 On 15 December 2016 the Council resolved that the trees outside the Duncan's Building could be removed to allow work to proceed on the construction of the building (ref. Council resolution CNCL/2016/00484). The resolution stated that "approval of the removal is based on an agreement by the developer with Section 6 Option 1" of the report to Council. The resolution also noted that a detailed design will come back to the Council prior to the trees being re-planted in that section of High Street. Section 6 of the report to the Council recommended that the trees would be removed and replanted. The recommendation also stated that all costs are to be borne by the applicant; and that the trees are to be replaced on the completion of the redevelopment with an appropriate species of tree for the uniqueness of the location and in keeping with the heritage status of the buildings. The developer has agreed to replace the trees, at their cost, in accordance with the Council's approved design.

Assessment of Significance and Engagement

- 4.11 The decision in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.12 The level of significance was determined by the level of community interest city-wide apparent in this project, and social benefits. The level of impact on those people affected is 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.
- 4.13 The Christchurch Central Recovery Plan and its transport chapter provides the strategic direction for the proposed design changes.
- 4.14 The community engagement and consultation outlined in this report reflect the significance assessment. Engagement with key stakeholders, including property and business owners, and the tram operator, commenced early in the project to inform the development of scheme plans.

5. Options Analysis

Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 – Full revitalisation of High Street and tram extension (Preferred)
 - Option 2 – Tram extension and asset repairs
- 5.2 Alternative options can be considered for the southern block between Tuam Street and St Asaph Street, as subsets of Option 1:
- Option 1A – Full revitalisation with some additional parking
 - Option 1B – Do minimum in the southern block of High Street

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- 5.3 Option 1 provides for the tram extension. The extension is contingent on the Council reaching an agreement for purchase of the land required to form the tram track loop between Poplar Street and High Street. Negotiations are progressing with the body corporate representing the individual land owners.

Option Descriptions

- 5.4 **Preferred Option: Option 1** - Full revitalisation of High Street and tram extension, including minor changes

- 5.4.1 **Option Description:** This option provides for the full revitalisation of High Street between Cashel Street and St Asaph Street, and Cashel Street between High Street and Manchester Street, and the extension of the tram route. It differs from the consultation plan by minor changes to the three blocks of High Street in response to submissions received (refer to **Attachment A**). These changes are detailed in Section 6.14.

Key features of the scheme include:

- Revitalises the three city blocks through new landscaping and paving, widened footpaths and a slow street (10 km/h) with a single surface boundary to boundary (no kerbs and gutters) in the southern two blocks allowing for an informal street and future flexibility in the street layout
- Enhanced streetscape to provide a more attractive place for people to visit and do business
- Widened footpath where possible to cater for increased foot traffic including a large widened pedestrian amenity area outside the Duncan's Building in the southern block of High Street
- Creates an entry to the central city from Lyttelton, Sumner and Ferrymead following a diagonal route first used by Māori, represented in the streetscape by cultural markers and tohu (signs, symbolic representations) which represent Ngāi Tūāhuriri hapū sites of significance and associations with travel
- Safe cycle link between the cycleway on St Asaph Street and Tuam Street, and the Heathcote Expressway on Ferry Road
- Accessible for all users
- Courtesy crossings to provide safe and accessible mid-block crossings of High Street
- Provision of time-restricted parking spaces as detailed in the table below:

| | Northern Block | Middle Block | Tuam Street (additional) | Southern Block | Total |
|-------------------------------|----------------|--------------|--------------------------|----------------|-----------|
| P60 metered | 27 | 8 | 3 | 12 | 50 |
| P30 metered | 0 | 1 | 0 | 0 | 1 |
| P30 metered or P5 free | 0 | 3 | 0 | 0 | 3 |
| Mobility | 2 | 1 | 0 | 1 | 4 |
| Loading Zone | 2 | 1 | 1 | 1 | 5 |
| Motorcycle | 0 | 2 | 0 | 1 | 3 |
| Total | 31 | 16 | 4 | 15 | 66 |

- Simplified intersection at Tuam Street reducing number of signal poles from 19 to six
- Additional street trees and a large rain garden to provide amenity and environmental benefits
- Southern block one-way from Tuam Street to St Asaph Street allowing for vehicle exit into St Asaph Street to be reinstated
- Tram route extended along Lichfield Street, Poplar Street and back up High Street.

5.4.2 **Option Advantages**

In addition to the scheme features listed above, this option:

- Provides a focus on pedestrian amenity by providing widened footpaths, slower vehicle speeds, and additional seating and landscaping
- Safety for pedestrians
- Support for future development
- Is supported by 40 submitters with 23 submitters requesting less emphasis on parking.

5.4.3 **Option Disadvantages**

- Reduces the number of on-street parking spaces by 27. This reduction is measured from Option 2 – the number that will exist once all construction barriers have been removed.

5.5 **Option 1A** – Full revitalisation of the southern block of High Street with additional parking.

5.5.1 **Option Description:** This option provides for the full revitalisation of High Street between Tuam Street and St Asaph Street, as for Option 1, but with additional parking as requested by 25 submitters (refer **Attachment B**).

The changes in the key features from Option 1 are:

- Removal of the courtesy crossing and one street tree in the vicinity of 165 High Street
- Increased parking numbers – 16 60-minute metered parking spaces, one loading zone, one mobility park, and one park for motorcycles, as detailed in the table below:

| | Southern Block | Additional parking over Option 1 |
|--------------|----------------|----------------------------------|
| P60 metered | 16 | 4 |
| Mobility | 1 | 0 |
| Loading Zone | 1 | 0 |
| Motorcycle | 1 | 0 |

5.5.2 **Option Advantages**

In addition to the features listed above and in Option 1, this option:

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- Provides additional parking in the southern block to meet the request of 19 submitters who state that parking is required to ensure the survival of new businesses in this block, while maintaining the objective of this being a key pedestrian and cycle street
- Flexibility of the single surface treatment enables additional parking to be implemented in future without significant construction works and associated costs.

5.5.3 **Option Disadvantages**

- Removes additional pedestrian amenity space on the footpath, a courtesy crossing and one proposed street tree as a result of the additional parking provision, compared to Option 1
- Removes 23 parking spaces in the southern two blocks (from what will exist once all existing barriers are removed) – the tram extension and asset repairs option (Option 2).

5.6 **Option 1B** – Do minimum in the southern block of High Street

5.6.1 **Option Description:** This option provides for repairs to be undertaken in the southern block between Tuam Street and St Asaph Street to make good damage caused as a result of the earthquakes and from subsequent demolition works, and includes the proposed changes at the Tuam Street / High Street intersection. The repair work includes footpath resurfacing and road repairs where required (refer **Attachment C**).

Work is required at the Tuam Street intersection to enable removal of the extra traffic signals and permits operation of the intersection in a safe manner with the modified street layout in the middle block.

The speed limit within the southern block would be maintained at 30 km/h.

5.6.2 **Option Advantages**

- Allows for the safe and efficient operation of the Tuam Street / High Street intersection
- Reduces the extent of disruption to businesses and users of the southern block of High Street. Note that repair works will still cause some disruption
- Retains most of the existing parking spaces, except where modifications are required at the Tuam Street / High Street intersection
- Provides an estimated saving to this project in the Transport Programme budget in the 2018-2028 Long Term Plan for the High Street project (CPMS 19342) of \$1.0 million.

5.6.3 **Option Disadvantages**

- Does not meet the Council's objective for the southern block of High Street of supporting the development of the central city through public realm improvements identified in the Central City Recovery Plan
- Does not provide for a connection between key cycle routes in St Asaph Street, Tuam Street and Ferry Road
- Does not help make this block of the city more pedestrian friendly and safe nor does it assist with the greening of the central city
- Does not provide the exit for traffic from High Street into St Asaph Street

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- Following repair work, the slope on the footpath between the Ara building boundary and the kerb will be greater than permitted in the Council's Infrastructure Design Standard. In order to meet the standard, the kerb will need to be constructed at a higher level requiring significant reconstruction of the adjacent roadway.
- Removes 11 parking spaces in the middle block (from what will exist once all existing construction barriers are removed).

5.7 **Option 2** – Tram extension and asset repairs

5.7.1 **Option Description:** This option provides for the tram extension, and for repairs to be undertaken in the three blocks to make good damage caused as a result of the earthquakes and from subsequent demolition works. This includes kerb and channel repairs, footpath resurfacing, and road repairs where required (refer **Attachment D**).

5.7.2 **Option Advantages**

- The tram extension is completed once the land purchase is finalised
- Reduces the magnitude of disruption to businesses and users of High Street and Cashel Street. Note that repair works, however, will cause disruption
- Retains all existing parking spaces, except where crossings for new buildings are required in the future
- Provides an estimated saving to this project in the Transport Programme budget in the 2018-2028 Long Term Plan for the High Street project (CPMS 19342) of \$5.9 million.

5.7.3 **Option Disadvantages**

- Does not meet the Council's objective of supporting the development of the central city through public realm improvements identified in the Central City Recovery Plan
- Does not provide for a connection between key cycle routes in Ferry Road and Tuam Street
- Does not help make the city more pedestrian friendly and safe nor does it assist with the greening of the central city
- Does not provide the exit for traffic from High Street into St Asaph Street
- Following repair work, the slope on the footpath between the Ara building boundary and the kerb will be greater than permitted in the Council's Infrastructure Design Standard. In order to meet the standard, the kerb will need to be constructed at a higher level requiring significant reconstruction of the adjacent roadway.

Analysis Criteria

5.8 A multi-criteria analysis was undertaken for the options providing revitalisation of the three blocks of High Street (Option 1 and Option 1 with 1A). The analysis considered the following factors:

- Transport
 - Alignment with strategies
 - Pedestrian, vehicle and parking provision

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- Cycle facilities
- Tram
 - Alignment with strategies
 - Operational requirements
 - Future proofing of tram route
- Amenity and context
 - Alignment with Streets and Spaces Design Guide
 - Vitality / amenity / footfall
 - Corners of the frames
 - Flexibility / future proof urban environment
 - Urban gateway concept
 - Greening the city
 - Ecology
 - Street trees
 - Impact on heritage settings
- Stakeholders
 - Alignment with community expectation
 - Alignment with adjacent owners and occupiers
- Risks associated with the timing of project delivery

Options Considerations

- 5.9 Options 1 meets the objectives of the Council's Long Term Plan.
- 5.10 Option 1A amends Option 1 by adding extra on-street parking in the southern block of High Street.
- 5.11 Option 1B is an alternative amendment to Option 1 providing for the Tuam Street / High Street intersection to be modified but the length of High Street south of this to be repaired only. The revitalisation of the southern block of High Street would be reprogrammed, depending on the availability of budget or, alternatively, not undertaken. This option would not meet the objectives of the Long Term Plan.
- 5.12 Option 2 does not provide for revitalisation of High Street or the block of Cashel Street but provides for their repair only. It includes the extension of the tram route in High Street. The revitalisation of High Street and Cashel Street would be reprogrammed, depending on the availability of budget or, alternatively, not undertaken. This option would not meet the objectives of the Long Term Plan.

6. Community Views and Preferences

- 6.1 Property owners, businesses and tram operators were advised of the revitalisation and tram extension project in March 2018. Various concepts to upgrade the street were discussed with them at drop-in sessions.
- 6.2 When the project area was expanded in January 2019 to include the Cashel Street block, other stakeholders who were most affected were invited to view possible options.

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- 6.3 Proposals were discussed with the Joint Technical Review Panel including representatives from Environment Canterbury, the New Zealand Transport Agency and Ōtākaro Limited.
- 6.4 Emergency services representatives raised no issues when they viewed the concept plans at a meeting to discuss scheme designs for central city projects.
- 6.5 Staff twice presented concepts to the Central City Transport Liaison Group comprising representatives of a wide range of city groups with an interest in transport.
- 6.6 Formal consultation on a preferred plan opened on 14 May and closed on 10 June 2019. Ninety one submitters commented on the High Street revitalisation and 61 on the tram extension.
- 6.7 The consultation report for the High Street revitalisation and tram extension project is **Attachment E**.

High Street revitalisation

- 6.8 People were asked for their comments on the project. Of the 90 individuals and organisations who provided feedback on the revitalisation consultation plans:
 - 40 indicated that they supported or generally supported the proposals.
 - 44 indicated they did not support the plan or had concerns. Twenty three submitters, including nine who supported or generally supported the proposals, said there should be less emphasis on cars and on-street parking in the plans. Another 25 said more parking was needed to support local businesses. (An alternative plan was submitted for the southern block from Tuam Street to St Asaph Street.)
 - Six did not indicate their view of the overall plan.
- 6.9 What submitters liked about the plan:
 - Inclusion of more trees and planting
 - Wider footpaths
 - Lower speed limit – 10 km/h
 - Simplified Tuam Street intersection
 - No kerbs in two blocks
- 6.10 Key issues raised:
 - Too much emphasis on cars at expense of other types of travel
 - Too much parking
 - Should be pedestrianised
 - Not enough parking to support businesses
 - Alternative plan for southern block submitted
 - Alternative parking variations for mid-block
 - Concern regarding cycle facilities
 - Need to reflect climate emergency
 - Defer works to allow time for new businesses to establish in the southern block of High Street
 - Impact of construction on operation of businesses.

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Tram Extension

- 6.11 The proposed extension of the tram route along Lichfield Street and Poplar Street then back up High Street was supported by 50 (81 per cent) of the 62 submitters who provided feedback.
- 6.12 Tram operator Christchurch Attractions & Hanmer Attractions Tourism Group said this loop would provide additional safety features and operational advantages than extending the tram into the next block between Tuam Street and St Asaph Street. These include the ability to operate trailers and avoid the need to move the tram in a reverse direction on the track as it does currently
- 6.13 The tram proposal is subject to the purchase of land at the corner of Poplar Street and High Street.

Changes presented to the Hearings Panel as a result of consultation

- 6.14 The preferred Option 1 incorporates the following minor changes as a result of the feedback received on the consultation plan:

Northern block

- Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing
- Commemorative plaque retained in its present location in paving in City Mall.

Middle block

- One additional park for motorcycles located outside 174/176 High Street
- 60 minute metered parking outside C1 café and opposite 180 High Street changed to shorter term parking (30 minute metered parking and 5 minute free parking)
- Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.

Southern block

- Motorcycle parking space opposite 155 High Street replaced by 60 minute metered car park
 - Additional motorcycle parking space located outside 143 High Street
 - Street furniture relocated from outside 139 High Street to provide access to the building from High Street
 - Cycle crossing across St Asaph Street added.
- 6.15 Staff have prepared two alternative options for the southern block between Tuam Street and St Asaph Streets, as subsets of Option 1
- Option 1A – Full revitalisation with additional parking (four P60 parking spaces), detailed in Attachment B and in 5.5 of this report.
 - Option 1B - Do minimum. Work would include road repairs and changes at the Tuam Street / High Street intersection, detailed in Attachment C and in 5.6 of this report. The speed limit would remain at 30 km/h.
- 6.16 Staff have also included a tram extension and asset repairs option (Option 2). This is detailed in Attachment D and 5.7 of this report.

7. Legal Implications

- 7.1 There is not a legal context, issue or implication relevant to this decision, beyond the normal decision-making considerations for the Council under the Local Government Act 2002.
- 7.2 This report has been reviewed and approved by the Legal Services Unit.

8. Risks

- 8.1 The inherent risks associated with this project are considered to vary between high and moderate, dependant on the options chosen. The risks are tabulated below with the associated consequences and proposed mitigation measures.
- 8.2 Option 1: Full revitalisation of High Street and tram extension (Preferred)

| Risk | Consequence | Mitigation |
|---|---|---|
| Disruption to businesses | Disruption to the operation of businesses on High 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. |
| Criticism from business and property owners about loss of on-street parking | Negative media, dissatisfied stakeholders | Proactive and early communications and engagement about the benefits of increased pedestrian amenity. |
| Public criticism | Negative media, dissatisfied stakeholders | Proactive and early communications and engagement. |

- 8.3 Option 1A - Full revitalisation of High Street and tram extension including additional parking

| Risk | Consequence | Mitigation |
|--------------------------|---|---|
| Disruption to businesses | Disruption to the operation of businesses on High 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. |
| Public criticism | Negative media, dissatisfied stakeholders | Proactive and early communications and engagement. |

- 8.4 Option 1B – Revitalisation of the northern and middle blocks of High Street, repairs to southern block of High Street, and tram extension

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| Risk | Consequence | Mitigation |
|--|---|---|
| Disruption to businesses | Disruption to the operation of businesses on High 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. |
| Public criticism | Negative media, dissatisfied stakeholders | Proactive and early communications and engagement. |
| Public criticism about not delivering the project as proposed | Negative media, dissatisfied stakeholders | Proactive and early communications and engagement. |
| Footpath outside Ara has slope to kerb greater than the Infrastructure Design Standard | Difficulty for use by some pedestrians | Lift the adjacent kerb and channel to meet the maximum cross-fall specified in the Infrastructure Design Standard. Increases cost of repair option. |

8.5 Option 2 – Tram extension and asset repairs

| Risk | Consequence | Mitigation |
|--|---|--|
| Disruption to businesses | Disruption to the operation of businesses on High Street during repair works and tram track extension | Daily engagement with the business owners to identify concerns and inform on repair activities. Undertake some work during hours that businesses are not open, if possible. |
| Public criticism about not delivering the project as proposed | Negative media, dissatisfied stakeholders | Proactive and early communications and engagement. |
| Footpath outside Ara has slope to kerb greater than the Infrastructure Design Standard | Difficulty for use by some pedestrians | Lift the adjacent kerb and channel to meet the maximum cross-fall specified in the Infrastructure Design Standard. Increases cost of repair option. |

9. Next Steps

- 9.1 Following the Hearings Panel's consideration of this report and submissions received, the Hearings Panel may seek further information of the project team, if it considers it necessary,

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and then report to the Council for a decision on its recommended option. It is desirable that the Council will consider the Hearings Panel's report at its meeting on 12 September 2019.

9.2 Upon approval of the recommended option, the project team will commence detailed design.

1.

Preview

10. Options Matrix

| | | Issue Specific Criteria | | | |
|------------------------|---------------------|---|---|---|--|
| Criteria | | Option 1 - Full revitalisation of High Street and tram extension (Preferred) | Options 1 & 1A - Full revitalisation of High Street and tram extension including additional parking | Options 1 & 1B - Revitalisation of the northern and middle blocks of High Street, repairs to southern block of High Street, and tram extension | Option 2 - Tram extension and asset repairs |
| Financial Implications | Cost to Implement | High: \$6,100,000 Tram: \$2,960,000 | High: \$6,100,000 Tram: \$2,960,000 | High: \$5,100,000 Tram: \$2,960,000 | High: \$200,000 Tram: \$3,250,000 |
| | Maintenance/Ongoing | An additional \$11,200 per annum. This is due to additional street furniture, street trees, green surfacing and landscaping areas. This will need to be provided for in the planning of future Long Term Plans. | An additional \$11,100 per annum. This is due to additional street furniture, street trees, green surfacing and landscaping areas. This will need to be provided for in the planning of future Long Term Plans. | An additional \$10,100 per annum. This is due to additional street furniture, street trees, green surfacing and landscaping areas. This will need to be provided for in the planning of future Long Term Plans. | \$1,000 per annum. This has been allowed for in ongoing maintenance budgets. |
| | Funding Source | 2018-2028 Long Term Plan High (ID# 18342): \$6,717,013 NZTA has indicated that this project is unlikely to receive subsidy. In line with Council resolutions, staff will report back to Council prior to construction, if subsidy is not confirmed. | 2018-2028 Long Term Plan High (ID# 18342): \$6,717,013 NZTA has indicated that this project is unlikely to receive subsidy. In line with Council resolutions, staff will report back to Council prior to construction, if subsidy is not confirmed. | 2018-2028 Long Term Plan High (ID# 18342): \$6,717,013 NZTA has indicated that this project is unlikely to receive subsidy. In line with Council resolutions, staff will report back to Council prior to construction, if subsidy is not confirmed. | 2018-2028 Long Term Plan High (ID# 18342): \$6,717,013 Subsidy for this work would be claimed under the NZTA maintenance and renewals work category. Tram (ID# 45318): \$2,984,400 |

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| | | | | | |
|--|------------------------|--|--|---|--|
| | | Tram (ID# 45318): \$2,984,400 The tram project is not eligible for NZTA subsidy and has not assumed subsidy in the LTP. | Tram (ID# 45318): \$2,984,400 The tram project is not eligible for NZTA subsidy and has not assumed subsidy in the LTP. | Tram (ID# 45318): \$2,984,400 The tram project is not eligible for NZTA subsidy and has not assumed subsidy in the LTP. | The tram project is not eligible for NZTA subsidy and has not assumed subsidy in the LTP. |
| | Impact on Rates | Rates will be impacted by 0.0023% from the year of delivery. | Rates will be impacted by 0.0023% from the year of delivery. | Rates will be impacted by 0.0021% from the year of delivery. | Nil. |
| Criteria 1 - Climate Change Impacts | | Reduction of on-street parking provision thus reducing emissions from vehicles in High Street. Additional street planting. Cycle lanes to encourage more travellers to cycle | Some reduction of on-street parking provision thus reducing emissions from vehicles in High Street. Additional street planting. Cycle lanes to encourage more travellers to cycle | Minor reduction of on-street parking assisting in reducing emissions from vehicles in the middle block of High Street. Some additional street planting. | This option does not reduce emissions from vehicles nor provide additional street planting. |
| Criteria 2 - Accessibility Impacts | | This option provides for improved accessibility for the mobility impaired, for pedestrians and cyclists | This option provides for improved accessibility for the mobility impaired, for pedestrians and cyclists. Accessibility for pedestrians and cyclists is not as good as for Option1. | This option provides for improved accessibility for the mobility impaired, for pedestrians and cyclists in the northern and middle blocks of High Street. Footpath resurfacing will result in the cross-fall of the footpath on the Ara side being more than accepted in the Council's Construction Standard Specification. | This option does not provide for improved accessibility for the mobility impaired, nor for pedestrians and cyclists. However, footpath repairs will benefit pedestrians by creating an even surface. Footpath resurfacing will result in the cross-fall of the footpath in the southern block on the Ara side being more than accepted in the Council's Construction Standard Specification. |

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| | | | | |
|---|--|--|---|---|
| <p>Criteria 3 - Health & Safety Impacts)</p> | <p>Reconstruction of the footpaths will reduce health and safety impacts that currently exist. Cycle connections between St Asaph Street and Tuam Street will provide safer access for cyclists.</p> | <p>Reconstruction of the footpaths will reduce health and safety impacts that currently exist. Cycle connections between St Asaph Street and Tuam Street will provide safer access for cyclists.</p> | <p>Reconstruction of and repairs to the footpaths will reduce most health and safety impacts that currently exist. The cross-fall on the footpath on the northeast side of the southern block may be a health and safety issue for the mobility impaired. No provision of a safe cycle connection between St Asaph Street and Tuam Street will disadvantage cyclists.</p> | <p>Repairs to the footpaths will reduce most health and safety impacts that currently exist. The cross-fall on the footpath on the northeast side of the southern block may be a health and safety issue for the mobility impaired. No provision of a safe cycle connection between St Asaph Street and Tuam Street will disadvantage cyclists.</p> |
|---|--|--|---|---|

| Statutory Criteria | | | | |
|-------------------------------------|--|---|---|--|
| Criteria | Option 1 - Full revitalisation of High Street and tram extension (Preferred) | Options 1 & 1A - Full revitalisation of High Street and tram extension including additional parking | Options 1 & 1B - Revitalisation of the northern and middle blocks of High Street, repairs to southern block of High Street, and tram extension | Option 2 - Tram extension and asset repairs |
| <p>Impact on Mana Whenua</p> | <p>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, Matapopore has been</p> | <p>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, Matapopore has been engaged to provide</p> | <p>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, Matapopore has been engaged to provide</p> | <p>This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value. For this option, Matapopore Charitable</p> |

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| | | | | |
|--|---|--|--|---|
| | engaged to provide cultural advice on Ngāi Tahu values, narratives and aspirations, and guidance to enhance urban design. For this option, Matapopore Charitable Trust input is high with key cultural values involved in the design. | cultural advice on Ngāi Tahu values, narratives and aspirations, and guidance to enhance urban design. For this option, Matapopore Charitable Trust input is high with key cultural values involved in the design. | cultural advice on Ngāi Tahu values, narratives and aspirations, and guidance to enhance urban design. For this option, Matapopore Charitable Trust input is high with cultural values involved in the design. | Trust input will not be utilised. |
| Alignment to Council Plans & Policies | This option is consistent with Council's Plans and Policies. | This option is consistent with Council's Plans and Policies. | This option is partially consistent with Council's Plans and Policies. Adoption of these in the southern block may be delayed and not fulfilled. | This option is not consistent with Council's Plans and Policies unless revitalisation occurs in the future. |

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Attachments

| No. | Title | Page |
|-----|---|------|
| A | High Street - Option 1 Plan | |
| B | High Street - Option 1A Plan | |
| C | High Street - Option 1B Plan | |
| D | High Street - Option 2 Plan | |
| E | High Street Revitalisation and Tram Extension Consultation Report | |

Confirmation of Statutory Compliance

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

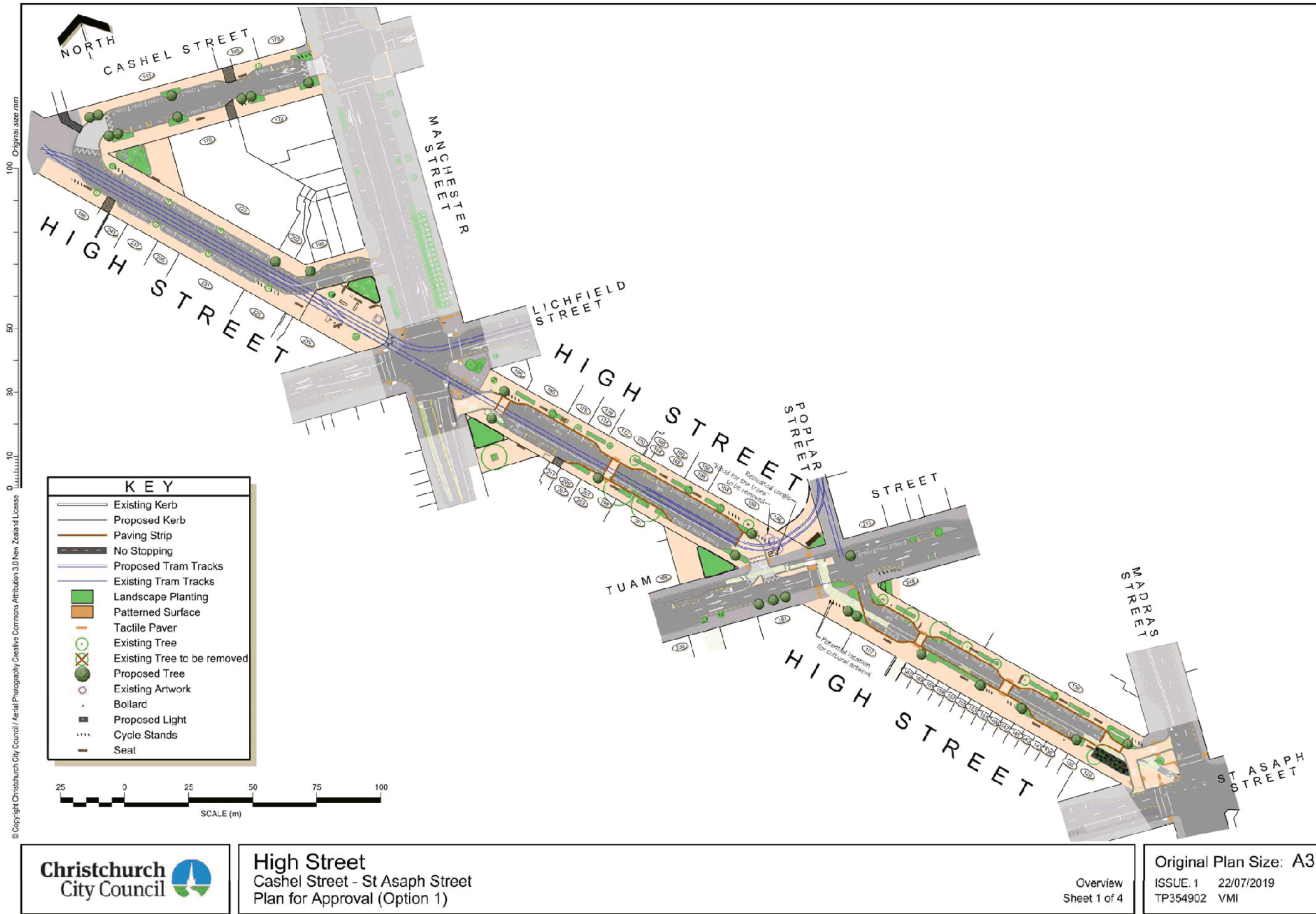
(a) This report contains:

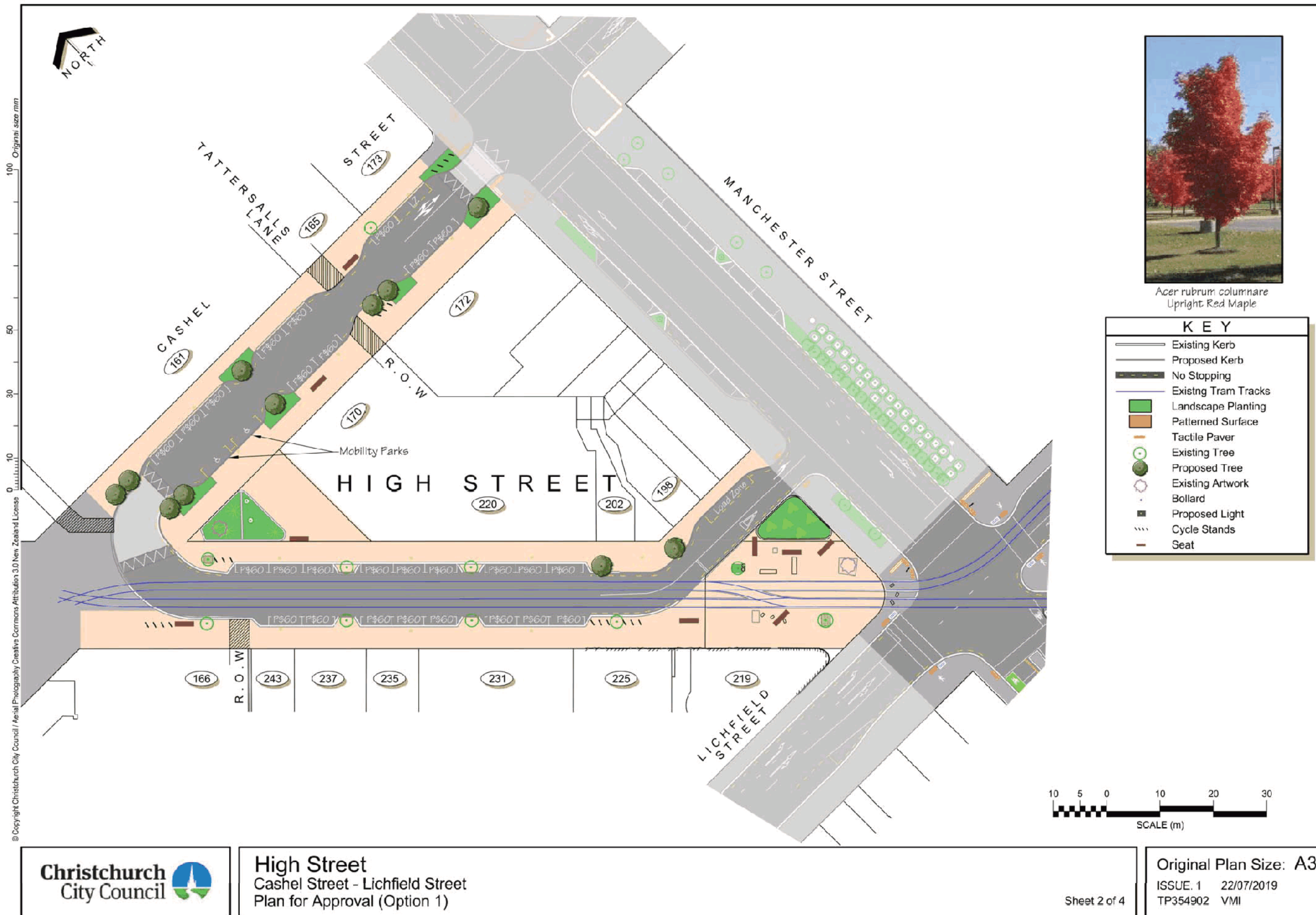
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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

| | |
|--------------------|--|
| Authors | Neil Gillon - Senior Project Manager Sharon O'Neill - Team Leader Project Management Transport William Homewood - Traffic Engineer - Investigation & Design Jennie Hamilton - Senior Engagement Advisor |
| Approved By | Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport Peter Langbein - Finance Business Partner David Adamson - General Manager City Services |







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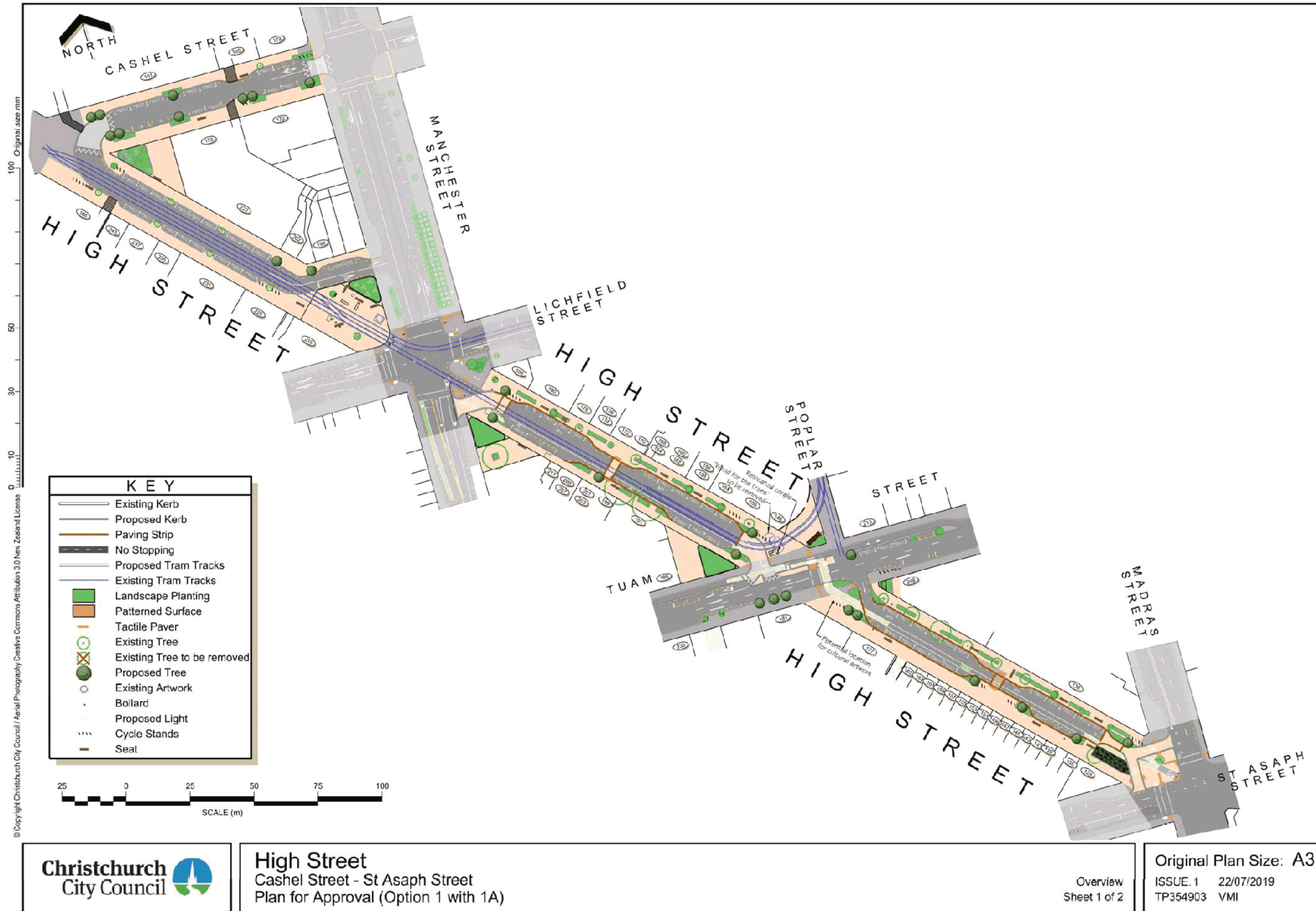


High Street
Lichfield Street - Tuam Street - Tram Extension
Plan for Approval (Option 1)

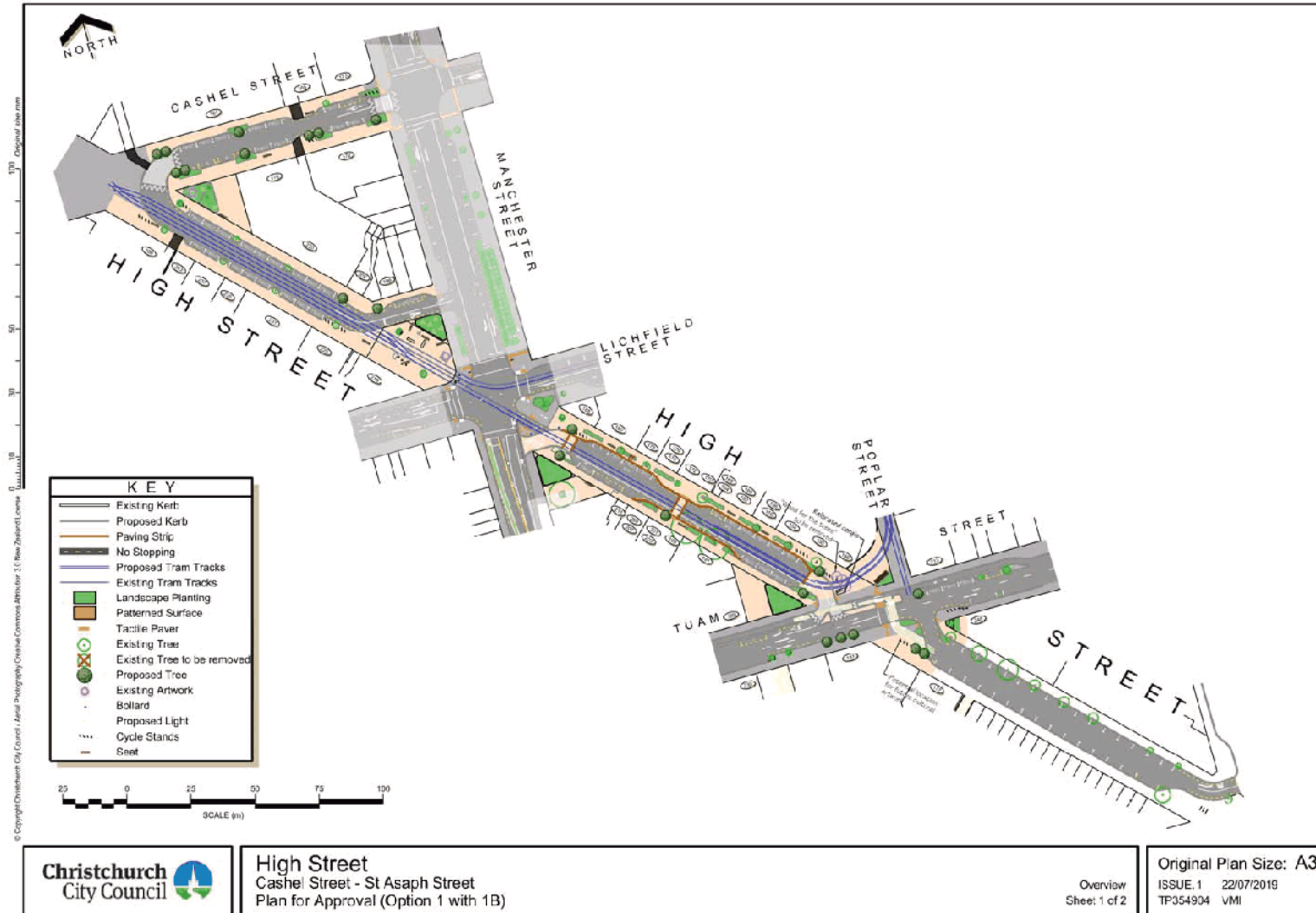
Sheet 3 of 4

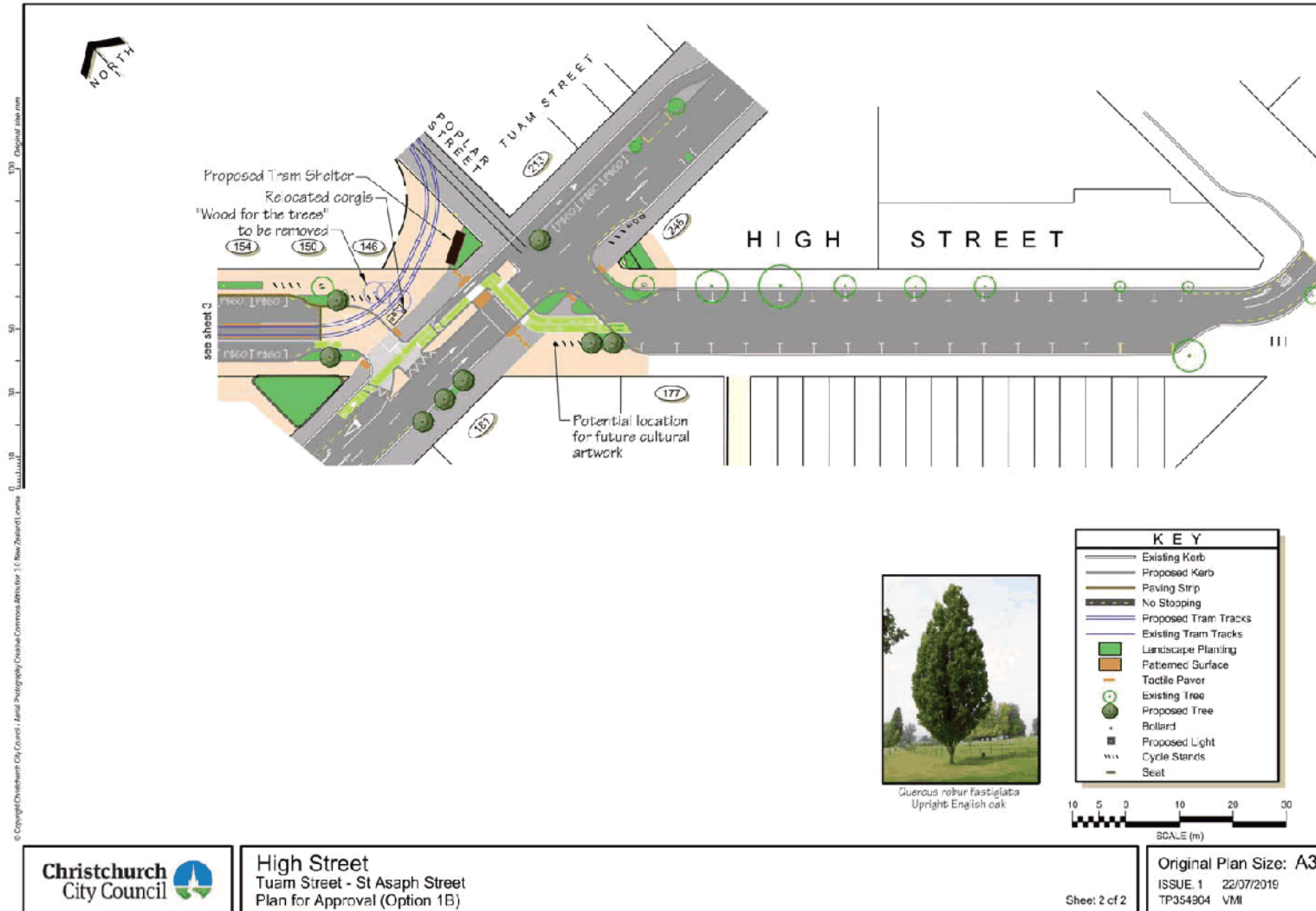
Original Plan Size: A3
ISSUE. 1 22/07/2019
TP354902 VMI





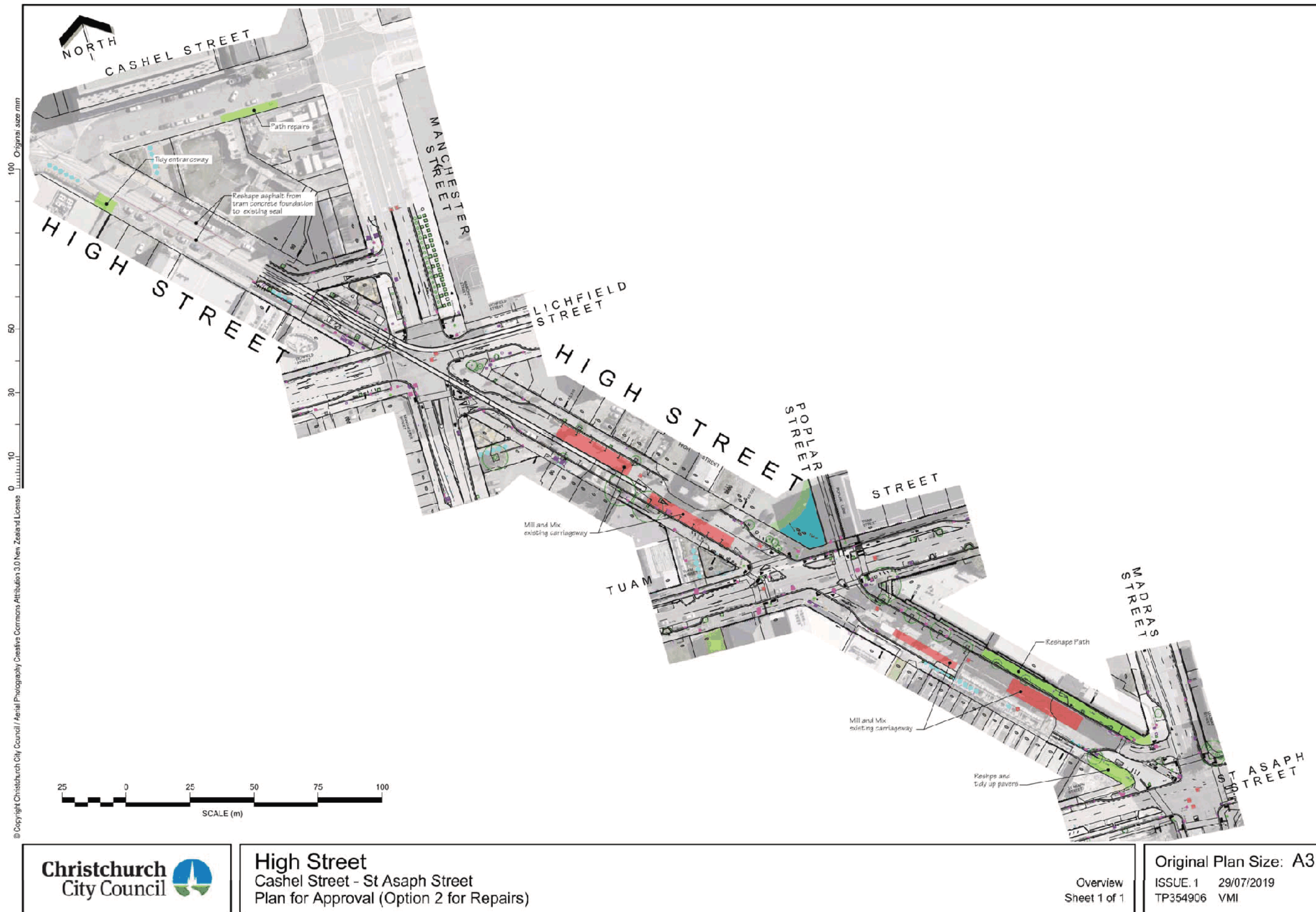






High Street
Tuam Street - St Asaph Street
Plan for Approval (Option 1B)

Original Plan Size: A3
ISSUE 1 22/07/2019
TP354904 VMI
Sheet: 2 of 2



High Street revitalisation and tram extension consultation report

1. Background

Property owners, businesses and tram operators were advised of the revitalisation and tram extension project in March 2018. Various concepts to upgrade the street were discussed with them at drop-in sessions.

Proposals were discussed with the Joint Technical Review Panel, including representatives from Environment Canterbury, the New Zealand Transport Agency and Ōtākaro Limited.

Emergency services representatives were shown the concept plans at a meeting arranged for them and raised no concerns.

Staff twice presented concepts to the Central City Transport Liaison Group comprising representatives of a wide range of city groups with an interest in transport.

When the project area was expanded in January 2019 to include the Cashel Street block, other stakeholders who were most affected were invited to view possible options.

2. Formal consultation

Consultation on a preferred plan opened on 14 May and closed on 10 June 2019. Emails were sent to 330 stakeholders inviting them to provide feedback on the Council's have your say site and 600 printed booklets were hand delivered to central city businesses on or near High Street.

In addition, 140 copies were posted to property owners and another 100 booklets were provided to Council service centres and libraries. The consultation was promoted on social media, radio and in local newspapers.

Two drop-in sessions were organised for those who wanted to discuss any issues with members of the project team.

Ninety individuals and organisations commented on the High Street revitalisation and 62 provided feedback on the tram extension.

3. High Street revitalisation

People were asked to comment on the project. Of the 90 submitters who provided feedback on the revitalisation plans:

- 40 indicated that they supported or generally supported the proposals.
- 44 indicated they did not support the plan or had concerns. Twenty three submitters, including nine who supported or generally supported the proposals, commented that there should be less emphasis on cars and on-street parking in the plans. Another 25 said more parking was needed to support local businesses. (An alternative plan was submitted for the southern block from Tuam Street to St Asaph Street.)
- 6 did not indicate their view of the overall plan.

4. What people liked about the High Street proposals in the consultation plan

Comments from those who supported the plan referred to the overall design, additional trees and planting, slower speed limit and shared space.

Supporters of the upgrade included the Community and Public Health section of Canterbury District Health Board, which commended the Council on the consultation plan: "It clearly

incorporates aspects of a Healthy Streets approach, given the emphasis on reduced speed, shared use and an interesting streetscape which will encourage people to stop, rest and relax."

The Road Transport Association, said it would be "great to see this when completed as I am sure the people utilising the area will enjoy the new environment".

Specific features of the plan that appealed to submitters were:

4.1 Slower speed limit – 10 km/h

Twelve submitters supported slowing the speed of traffic to 10 km/h. Six opposed this proposed speed limit restriction. They were advised that the slower speed limit will help make the street a safer and more pedestrian and cycle-friendly environment. The street is intended as a destination and the lower speed limit supports this intention.

4.2 More trees and planting

Additional trees and planting, including the proposed rain garden, would enhance the streetscape, according to six submitters. Several respondents queried the species of trees and two asked for more native planting.

The alternative plan for the southern block, submitted by respondents, includes small trees rather than replacement oak trees to avoid obscuring the heritage façade of the Duncan's Building.

They have been advised that in the project team's preferred plan there are fewer trees proposed in front of the heritage building than pre-earthquake, and they are further away from the building.

4.3 Simplified Tuam Street intersection

Several submitters supported the redesign of the Tuam Street intersection where the number of poles is reduced from 19 to six.

A cyclist asked who has right of way at the proposed intersection layout. He has been advised that when using the Tuam Street cycle lane, vehicles and cyclists are expected to follow the give way rules. Vehicles left turning into High Street give way to cyclists left turning into High street, but have priority over cycles who are right turning in. This is the same as at any other intersection in the city.

4.4 No kerbs in two blocks

Several submitters referred to the kerbless design in the mid and southern blocks, noting that the street layout could be adapted in the future.

Kerbs remain for the Cashel Street to Manchester Street section of High Street and Cashel Street between High Street and Manchester Street. This road was upgraded before the earthquakes and the kerbs are in good condition.

5. Main issues raised by submitters who did not support the plan

5.1 Too much emphasis on cars at the expense of other types of travel

Comments from the 23 submitters who wanted less emphasis on cars and parking ranged from the need to provide fewer parking spaces for motor vehicles to full pedestrianisation of the street. Reasons given included the climate change emergency and the requirement in the Christchurch Central Recovery Plan to prioritise pedestrian and cycle movements on High Street.

Those who provided feedback included Ōtākaro Limited which suggested a shared zone pedestrian mall that would enable businesses to take full advantage of the character of the area,

utilise the space for dining, cafes, and support other activities such as events and busking. Seven submitters said High Street should be pedestrianised either now or in the future.

5.2 More parking required to support businesses

Twenty five submitters wanted more parking spaces to support local businesses, particularly those trying to get established in newly reopened buildings. They said there was no close alternative parking available to replace the on-street spaces lost in the consultation plan.

With regard to the loss of parking, the consultation plan indicated a reduction of 26 of the existing 94 on-street parking spaces across all three blocks. Following consultation the number of car parks has been increased overall by one in the preferred plan.

5.2.1 Alternative plan for southern block

Nineteen submitters opposed the proposed parking reductions in southern block of High Street, saying this would have a significant negative impact on the commercial viability of their businesses. They submitted an alternative plan for High Street from Tuam Street to St Asaph Street.

Their plan provides 29 car parks (plus a mobility park and loading zone) compared to 11 parks (plus a mobility park and loading zone) in the consultation plan. The proposed footpath – 8.2 metres wide in front of the Duncan’s Building – is reduced to a maximum width of 6.7 metres. Those who submitted the plan said their alternative street layout was similar to an earlier plan developed by Council staff, but with more parking.

5.2.2 Alternative parking variations for the mid-block

Five submitters called for more parking to be reinstated in the mid-block from Lichfield Street to Tuam Street. Two of them supported an earlier plan developed by Council staff but with three or four more car parks.

5.3 Concern re cycle facilities

Eleven of the submitters who wanted less emphasis on cars and parking also wanted to see cycling facilities improved. Their concerns included:

5.3.1 Difficulty travelling through the Manchester / Lichfield / High streets intersection.

Response. The Lichfield Street intersection is complicated by the presence of tram tracks. Provision is made for cyclists to use cycle crossings to cross Lichfield Street from High Street. These crossings are provided on three of the four approaches.

5.3.2 More space needed for cyclists to negotiate tram tracks in the proposed street layout, especially in the northern block.

Response. The space proposed allows for two-way traffic as well as cyclists to travel safely in both directions. Note that the cycle lane is 1.8 m wide on the southwest side of the road.

5.3.3 Entry from High Street to St Asaph Street

Response. Vehicles have a stop control at St Asaph Street and will therefore be approaching the intersection carefully. It is expected that all users of the roadway will be aware of each other. Adding a give way control on one of the exit lanes, with vehicles having to give way where the road splits, would add unnecessary confusion on what will be a low volume, low speed road.

5.4 Need to reflect climate change emergency

Six submitters referred to the Council's climate change emergency declaration on 23 May 2019.

Response: The declaration of a climate change emergency occurred during consultation. Although not specifically considered as a design consideration, the project supports active transport, water sensitive urban design and increased landscaping.

5.5 Defer works while businesses re-establish in southern block

Seven submitters wanted upgrading works in the southern block to be delayed until new businesses had time to get established.

Response: Extensive repair work is required to the footpath on the east side and stormwater / drainage repairs are potentially required if this block is left for a period of up to five years. Provision has also been made for cyclists to safely use the road to provide the link between the existing cycleways on Tuam Street and St Asaph Street. The proposed work is scheduled to start in mid 2020. If reconstruction of this block is delayed, the access to St Asaph Street would also be delayed.

5.6 Impact of construction

Ten submitters were concerned about construction saying that when work does start, it should be completed as soon as possible. Contractors should work at nights and weekends.

Response: The Council will be working with a contractor to ensure that the construction work is undertaken in as short a time frame as possible. We will also ensure that the contractor keeps business owners fully informed of the work to be undertaken and maintains access to all businesses.

6. Tram Extension

The proposed extension of the tram route along Lichfield Street and Poplar Street then back up High Street was supported by 50 (81 per cent) of the 62 submitters who responded.

Tram operator, Christchurch Attractions & Hanmer Attractions Tourism Group, said this loop would provide additional safety features and operational advantages than extending the tram into the next block between Tuam Street and St Asaph Street. It would prefer to see the tram stop moved further toward Poplar Street to give passengers a more open view along High Street to the south.

The owner of a nearby business said he would like the tram shelter located outside the High Street former Post Office where it would 'have better leverage for Christchurch tourism'.

Seven submitters said the tram should be incorporated in Christchurch's public transport system, and four said the tram route should be further extended.

The tram proposal is subject to the purchase of land at the corner of Poplar Street and High Street.

7. Options presented to the Hearings Panel as a result of consultation

7.1 The Project Team's preferred Option 1 – Full revitalisation of High Street and tram extension - incorporates the following minor changes to the consultation plan:

- Northern block –
 - Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing
 - Commemorative plaque retained in its present location in paving in City Mall.

- Middle block –
 - One additional park for motorcycles located outside 174/176 High Street
 - Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking
 - Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.
- Southern block –
 - Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park
 - Additional motorcycle parking space located outside 143 High Street
 - Street furniture relocated from outside 139 High Street to provide access to the building from High Street
 - Cycle crossing across St Asaph Street added.

7.2 Staff have prepared two alternative options for the southern block between Tuam Street and St Asaph Streets, as subsets of Option 1

Option 1A – full revitalisation but with additional parking in the southern block (four P60 parking spaces) detailed in Attachment B and in 5.5 of the report to the Hearings Panel.

Option 1B - do minimum in the southern block of High Street. Work would include road repairs and changes at the Tuam Street / High Street intersection detailed in Attachment C and in 5.6 of this report. The speed limit would remain at 30 km/h.

7.3 Staff have also included Option 2 – tram extension and asset repairs. This is detailed in Attachment C and 5.7 of the report to the Hearings Panel.

7.4 These options will be presented to the Hearings Panel on 15 August. The Panel will make a recommendation to Council, which is expected to make a decision in September 2019.