

CHRISTCHURCH CITY COUNCIL SUPPLEMENTARY AGENDA

THURSDAY 8 MAY 2014

9.30AM

**COUNCIL CHAMBER, CIVIC OFFICES,
53 HEREFORD STREET**

CHRISTCHURCH CITY COUNCIL

Thursday 8 May 2014 at 9.30am
in the Council Chamber, Civic Offices, 53 Hereford Street

Council: The Mayor, (Chairperson).
Councillors Vicki Buck, Jimmy Chen, Phil Clearwater, Pauline Cotter, David East, Jamie Gough,
Yani Johanson, Ali Jones, Raf Manji, Glenn Livingstone, Paul Lonsdale, Tim Scandrett and
Andrew Turner.

ITEM NO.	DESCRIPTION	PAGE NO.
25.	RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORTS	133
26.	AN ACCESSIBLE CITY – REVISED FIRST PHASE TRANSPORT PROJECTS - CONSIDERATION OF KILMORE AND SALISBURY STREET ENHANCEMENTS	135
19.	RESOLUTION TO EXCLUDE THE PUBLIC (CONT'D)	152

25. RESOLUTION TO BE PASSED - SUPPLEMENTARY REPORTS

Approval is sought to submit the following reports to the meeting of the Council on 8 May 2014:

- **AN ACCESSIBLE CITY – REVISED FIRST PHASE TRANSPORT PROJECTS - CONSIDERATION OF KILMORE AND SALISBURY STREET ENHANCEMENTS**
- **CHIEF EXECUTIVE RECRUITMENT (THIS ITEM WILL BE SEPARATELY CIRCULATED) – PUBLIC EXCLUDED**

The reason, in terms of section 46A(7) of the Local Government Official Information and Meetings Act 1987, why the reports were not included on the main agenda is that they were not available at the time the agenda was prepared.

It is appropriate that the Council receive the reports at the current meeting.

RECOMMENDATION

That the reports be received and considered at the meeting of the Council on 8 May 2014.

26. AN ACCESSIBLE CITY – REVISED FIRST PHASE TRANSPORT PROJECTS - CONSIDERATION OF KILMORE AND SALISBURY STREET ENHANCEMENTS

		Contact	Contact Details
Executive Leadership Team Member responsible:	(Acting) General Manager, City Infrastructure Group	N	Terry Howes
Officer responsible:	Unit Manager, Transport and Research	Y	Richard Osborne, DDI 941 8407
Author:	Tim Cheesebrough, Senior Transport Planner	N	

1. PURPOSE AND ORIGIN OF REPORT

1.1 This supplementary report arises from the recommendations of the Earthquake Recovery Committee of the Whole meeting of 1 May 2014, Item 9 (An Accessible City – Revised First Phase Transport Projects)

1.2 The Committee's recommendations were as follows:

The Committee recommends that the Council:

(6.1) Support the proposed changes to the First Phase programme of An Accessible City transport projects as outlined in this report and within the original cost sharing Agreement between Council and the Crown.

(6.2) Authorise the Acting Chief Executive to sign an agreement with the Crown (or its agent) varying the Cost Sharing Agreement dated 26 June 2013 in accordance with the changes referred to in 6.1 above.

(6.3) Approve public and stakeholder engagement over the design concepts for the amended First Phase programme of Accessible City projects identified in this report, other than for Transport Project 4 - Manchester Street.

1.3 Following consideration of the report, the Committee passed an additional recommendation:

(6.4) As part of this report to Council, staff provide advice on how work on Kilmore and Salisbury Streets could be brought forward in line with community aspirations and the SCIRT repair programme.

1.4 This supplementary report addresses the fourth resolution of the Committee and explores options for addressing works on Kilmore and Salisbury Streets as part of the Accessible City first phase programme of works.

1.5 For the reasons outlined in this report, Council officers recommend the amended An Accessible City First Phase Transport Programme reported to the Earthquake Recovery Committee of the Whole on 1 May 2014 (resolutions 6.1, 6.2 and 6.3 above), with the addition of early enabling works on Salisbury Street at a notional value of \$100,000 in order to minimise any re - work, and as outlined in Alternative Programme Option 4 of this supplementary report.

1.6 Officers also support priority for full streetscape and two way traffic conversions to Kilmore and Salisbury Streets being viewed as a high priority in further Crown / Council funding discussions over the implementation of the entire An Accessible City Plan.

2. EXECUTIVE SUMMARY

2.1 At its meeting on 1 May 2014, the Earthquake Recovery Committee of the Whole considered a report "An Accessible City – Revised First Phase Transport Projects" (refer **Attachments 1, 2 and 3**). Prior to the Council considering this matter further, the Committee requested a supplementary report by officers into the means by which two further projects might be included in a priority first phase programme of An Accessible City transport plan projects.

26 Cont'd

- 2.2 The candidate projects for the first phase programme that the Committee requested an additional report over were:
- 2.2.1 The retention of a full two way traffic operation conversion and associated streetscape enhancements for Kilmore Street within the first phase projects.
 - 2.2.2 The addition of a full two way traffic operation conversion and associated streetscape and cycleway enhancements for Salisbury Street within the first phase projects.
- 2.3 This supplementary report informs Council of the following:
- 2.3.1 What enabling provisions Council and CERA are making for the full enhancement projects for Kilmore Street as part of ongoing SCIRT repair work within the currently proposed First Phase Programme amendment.
 - 2.3.2 Options for making alternative budgetary provision within a prioritised First Phase programme, for full improvements to be undertaken on these streets in order to achieve early accordance with An Accessible City (the transport chapter of the Christchurch Central Recovery Plan).
- 2.4 For the reasons outlined in this report, it is recommended that the Council does not include full streetscape enhancements to Kilmore Street and Salisbury Street in the revised first phase transport projects.

3. BACKGROUND

- 3.1 An Accessible City (AAC) identifies an initial suite of 'First Phase Transport Projects' to be delivered as a priority to support delivery of key Anchor Projects. Schedule 14 of the Cost Sharing Agreement of June 2013 between the Council and the Crown established a budget of \$72 million for delivery of these First Phase Transport Projects, of which \$27 million would be provided by the Council, \$27 million by the Crown and with \$18 million of financial assistance from the New Zealand Transport Agency, subject to normal Council funding application processes to the Agency.
- 3.2 Joint development of a programme of First Phase project definitions by CERA and Council staff undertaken since the gazettal of An Accessible City on 31 October 2013 has resulted in a number of proposed changes to the initial set of first phase projects. This has been undertaken through a business case process in accordance with the direction of the Cost Share Agreement. At the Earthquake Recovery Committee of the Whole meeting on 1 May, the Committee were informed of some recommended changes to that programme, primarily to enable three new projects to feature in the programme supporting the new bus interchange opening expected in April 2015.
- 3.3 The Committee were also informed of the key criteria that officers of Council and CERA have used to identify the most appropriate candidate projects against the agreed programme budget of \$72 million. These criteria were as follows:
- 3.3.1 Does the project enable early anchor projects to be efficiently progressed?
 - 3.3.2 Does the project enable early benefits of An Accessible City transport network principles to be realised?
 - 3.3.3 Does the programme accord well with the planned opening of the new Bus Interchange in April 2015?
 - 3.3.4 Does the project maximise as far as practicable its alignment with ongoing SCIRT repair programmes?

26 Cont'd

- 3.4 In consideration of the report, Committee members sought advice on the opportunity to achieve full two way traffic operations and associated streetscape enhancements on two east – west streets across the northern part of the central city – namely Kilmore and Salisbury Streets as part of this first phase programme. The Committee also wished to ensure that sufficient account had been taken of the benefits of enhancing already scheduled repair work to both streets being undertaken this year by SCIRT.

4. COMMENT

- 4.1 An Accessible City makes a firm commitment to the conversion of both Kilmore and Salisbury Streets to two way traffic operations as an integral part of the central city transport plan. This is primarily as they perform an important east – west distributor street function through this primarily residential quarter of the northern central city.
- 4.2 Prior to the earthquakes, and as is presently the case, Salisbury and Kilmore Streets operated as a one way “pair” – offering journeys across the northern central city a clear route legibility. All the key one way streets in the central city have operated as pairs since they were established because of this desirable route legibility. It makes sense therefore that when works are undertaken to revert a street to two way traffic operations (as is proposed here), both halves of any pair should ideally be treated concurrently. Nevertheless, at the time of preparation of An Accessible City (and when Kilmore Street remained in the central city cordon), the full two way conversion of Kilmore Street was seen as an opportunity to align with earthquake repair works being undertaken by SCIRT along the corridor. No such proposal and financial provision was made for Salisbury Street.
- 4.3 The business case has identified that the original first phase package of transport projects should be re-scoped to better support delivery of anchor projects. It proposes adding three extra projects to meet the opening of the new Bus Interchange in April 2015 (namely Tuam Street, Colombo Street and Lichfield Street) and reducing the scope of other projects including the Kilmore Street two-way in order to stay within the agreed budget.
- 4.4 The important principle of achieving maximum synergy (and hence minimising abortive re-work) has however continued to be recognised for ongoing repair work to Kilmore Street. This has resulted in a retained enabling works budget of \$100,000 to ensure the new carriageway surfaces and lane makings are aligned with a later two way conversion. Underground ducting works also intended to be undertaken as part of this enabling budget would enable repaired intersections to be subsequently converted to two way signal operations with lessened later disruption and costs. However, the \$72 million funding agreement budget prevented officers from recommending to the Committee retention of the full package of upgrades to Kilmore Street (valued at circa \$6.2 million) in order to make provision for the additional new projects. These same budget pressures also prevented officers recommending to the Committee a further addition of the Salisbury Street two way conversion, together with streetscape works and a separated cycleway into the programme – a package of works expected to be valued at a further circa \$8 million.
- 4.5 In recognition of this overall budget constraint and the desire to re-consider the status of the Kilmore and Salisbury Streets works, the Committee asked officers to look further at potential savings elsewhere in the First Phase programme to accommodate a full early package of Kilmore and Salisbury Street conversion works. These two streets have therefore been taken to have an estimated combined construction value of circa \$15 million. The Committee suggested that the focus in finding savings elsewhere should be placed on the early need for Cambridge Terrace / Durham Street enhancements. This alternative option is discussed below along with other alternative programme adjustments. The impact of the alternative programme adjustments against the key criteria for candidate First Phase programme projects is summarised in Table 1.

Programme Amendment Option 1 – Defer Cambridge Terrace Enhancements

- 4.6 The enhancement of the Cambridge Terrace / Durham Street project (TP3) was proposed as a high priority for the first phase programme in An Accessible City at the time of its gazettal. This was as a result of the close synergy with the adjacent Avon River Precinct works. This justification is further reinforced by the desire to achieve a slower speed regime through the Inner Zone of the central city (i.e. between Kilmore and St Asaph Streets). The early introduction of measures to create a low speed zone is a further project identified as achieving good synergy with central city recovery and ongoing SCIRT programmes.

Programme Amendment Option 2 – Defer Manchester Street Boulevard Enhancements

- 4.7 The widening of Manchester Street to create a bus priority “boulevard” between Kilmore to Lichfield Streets was an early priority project identified for delivery at the time of the gazettal of AAC in October 2013. The early completion of the new bus priority corridor on Manchester Street is intended to enable a number of key bus services to use the corridor from the opening of the new Bus Interchange from April 2015. The works are envisaged to be undertaken in tandem with the widening of the corridor into the eastern frame, and for the works to complement development of the eastern frame.

Programme Amendment Option 3 – Increase Programme Value

- 4.8 A fundamental change to the agreed programme sum of \$72 million by some \$15 million to accommodate the full scope Kilmore and Salisbury Streets works would require the sum outlined in the Cost Share Agreement to be increased.
- 4.9 CERA officials support the re-prioritisation of projects and the associated funding as outlined and recommended in the earlier report to the Earthquake Recovery Committee of the Whole, as informed in turn by the business case. Therefore, Council officers consider it fiscally prudent to assume, for the purposes of this report, that it is unlikely there will be any additional Crown funding for the first phase transport projects. Further, while it remains possible that the Council might seek a partial funding contribution to these extra project costs from the NZ Transport Agency under normal application processes, it is Council officers' understanding that the Agency is currently only making provision to accept funding applications from Council up to the previously agreed funding contribution from the National Land Transport Programme of \$18 million.
- 4.10 Therefore, as a result of these considerations, such a \$15 million increase to the total first phase AAC programme might well require the Council's contribution to increase from the existing \$27 million to circa \$42 million. This would require a fresh budget provision for such early works to be made.

Programme Amendment Option 4 – Addition of Salisbury Street enabling works

- 4.11 The amended first phase programme proposed to the Committee on 1 May made no provision for early “enabling” works on Salisbury Street of a broadly similar nature to those envisaged for Kilmore Street. In a similar way, such works might help to minimise any re-work arising from ongoing SCIRT repair works to Salisbury Street during 2014. Although the Salisbury Street SCIRT led repairs are only planned to be undertaken between Manchester Street and Barbadoes Street and are planned to commence imminently, a provisional allocation of up to \$100,000 to enable remarking changes and some limited ducting to be incorporated within the planned repair works would be sufficient to ensure that any re-work on the Salisbury Street repairs is similarly minimised at such time as the full enhancement budget at circa \$8 million is programmed. Such provision could be made within the agreed total budget for the first phase works (of \$72 million) and without a significant change to the programme recommended to Committee in 1 May.

Programme Amendment Options – Comparison Table and Discussion

- 4.12 As was reported to the Committee in the report of 1 May, the Council and the Crown agreed in the Cost Share Agreement that it was open to them to vary, in writing, the terms of the Agreement. Variation of individual projects, their precise details and construction values within that programme is a matter that can be considered further - and is largely to be expected as the details of individual projects are developed, the results of community consultation is accommodated in detailed designs and the programme business case is refined.
- 4.13 Table 1 below summarises the chief impacts of the four programme amendment options considered in this report against the assessment criteria outlined in 3.3 above, together with the additional assessment criterion of impact on the overall \$72 million funding allocation agreed for the AAC First Phase programme.

Table 1 - Programme Amendment Options – Key Impacts Comparison

Amended Programme Option / Assessment Criteria	Good alignment with early anchor projects?	Achieve early benefits of AAC principles?	Supports opening of new Bus Interchange (April 2015)?	Optimised alignment with SCIRT programme?	Achievable within AAC cost share agreement global fund?
Option 1 Defer Cambridge Terrace	No Weakens linkage with Avon River Precinct delivery, connectivity to retail precinct (Durham Street south two-way section) and bus interchange connections via Tuam Street	No Delays public realm enhancements for self-enforcing low speed zone and provision of key cycle route	Limited Impact Project would include part of Tuam Street.	Limited impact	Yes Currently included
Option 2 Defer Manchester Street	No Defers widening works and bus priority to corridor as part of Eastern Frame development	No Manchester Street provides bus reliability and a key visible public realm change to road network from AAC.	No Delays dedicated bus priority corridor to / from interchange	No Causes additional difficulties in aligning with SCIRT works	Yes Currently included
Option 3 Increase First Phase Programme Value to include Kilmore/Salisbury	Limited Limited impact on Anchor projects development as directly resulting from early Kilmore and Salisbury Streets works	Yes Enables first phase programme projects delivering against AAC principles to proceed	Yes Enables fresh projects directly supporting Interchange to proceed	Neutral Enables all proposed projects to proceed as planned, with addition of Salisbury and Kilmore Streets. Latter addition however may delay repair start to Salisbury Street, to enable design process and consultation over full two way conversion to be incorporated in works	No Would require around a \$15m enhancement to total programme value

26 Cont'd

Option 4 Add Salisbury Street early enabling works	Yes Enables first phase programme projects supporting Anchor Projects to proceed	Limited Due to delayed 2 way conversion and addition of separated cycle route plus streetscape enhancements on Salisbury Street. However, enables other projects with good AAC alignment to proceed	Yes As other projects supporting interchange can proceed	Yes Minimises abortive expenditure and re – work on both Kilmore and Salisbury streets. Enables early start (as planned) to Salisbury Street repairs	Yes Requires only minor alteration to programme project values to accommodate Salisbury Street enabling works
--	--	---	--	--	---

Discussion

4.14 Therefore, it is considered that the revised programme of works outlined in the report to the Earthquake Recovery Committee of the Whole, with the addition of Salisbury Street enabling works, is the most appropriate package of works when considered against the criteria outlined in section 3.3 of this report. Furthermore, that proposed programme does not require any additional funding, which the proposal to retain Kilmore Street and add Salisbury Street to the first phase programme of works would do. There may be further implications for the Council's Three Year Plan in such a proposal to increase the overall programme value.

4.15 Nevertheless, officers remain conscious that Committee members and the community are concerned that the lack of scheduling of enhancement measures on Salisbury and Kilmore Streets as early as possible in the recovery of the central city. This is seen to be a significant lost opportunity - and there are concerns that these streets may not be viewed with a sufficiently high priority in recovery of the northern central city housing quarter. Officers believe it would therefore be appropriate for such works on these two streets to feature as a high priority in future phases of AAC delivery transport funding, to be reflected both within any further Crown / Council funding agreement discussions and in the Council's own financial provisions for the 2016-18 Long Term Plan - in order that these comprehensive works can be completed as early as is practicable.

5. FINANCIAL IMPLICATIONS

5.1 If the Council supports Alternative Programme Options 1, 2 or 4 outlined in this report, then the only current financial implications are those as affecting the individual named schemes and values within the alternative programme.

5.2 However, if the Council adopts the Alternative Programme Option 3 (an increase in programme value by some \$15 million), then the Council should make provision for that additional \$15 million to be set aside to support the AAC First Phase programme of works. This could increase the Council's contribution from \$27 million to \$42 million. Such an increase would have an impact on the Council's published Three Year Plan (2013-16), and therefore is a matter that the Council and its Finance Committee would need to receive a further report on.

26 Cont'd**6. STAFF RECOMMENDATION**

It is recommended that the Council:

- 6.1 Support the proposed changes to the First Phase programme of An Accessible City transport projects as outlined in the report to the Earthquake Recovery Committee of the Whole and within the original cost sharing Agreement between the Council and the Crown.
- 6.2 Authorise the Acting Chief Executive to sign an agreement with the Crown (or its agent) varying the Cost Sharing Agreement dated 26 June 2013 in accordance with the changes referred to in 6.1 above.
- 6.3 Approve public and stakeholder engagement over the design concepts for the amended First Phase programme of Accessible City projects identified in this report, other than for Transport Project 4 - Manchester Street.
- 6.4 Supports the addition of early enabling works on Salisbury Street at a notional value of \$100,000 in order to minimise any re-work, and as outlined in Alternative Programme Option 4 of this supplementary report.
- 6.5 Supports priority for full streetscape and two way traffic conversions to Kilmore and Salisbury Streets being viewed as a high priority in further Crown / Council funding discussions over the implementation of the entire An Accessible City Plan.

AN ACCESSIBLE CITY – REVISED FIRST PHASE TRANSPORT PROJECTS

		Contact	Contact Details
Executive Leadership Team Member responsible:	(Acting) General Manager, City Environment Group	N	
Officer responsible:	Transport and Research Unit Manager	Y	Richard Osborne, 8407
Authors:	Tim Cheesebrough, Senior Transport Planner	N	

1. PURPOSE AND ORIGIN OF REPORT

- 1.1 To provide the Earthquake Recovery Committee of the Whole an overview of the outcomes of an updated analysis of expected benefits arising from the First Phase transport projects outlined in An Accessible City, the transport chapter of the Christchurch Central Recovery Plan.
- 1.2 To seek the Committee’s recommendation to the Council to support an amended An Accessible City First Phase programme of works, and approval to engage with the community and key stakeholders over the concept designs for a number of the revised First Phase projects contained within that transport programme.
- 1.3 The origin of the report is the need to make a material change to the First Phase programme of transport projects contained in An Accessible City and referenced in the earthquake recovery works cost sharing agreement with the Crown of June 2013.

2. EXECUTIVE SUMMARY

- 2.1 In June 2013, the Council entered into an agreement with the Crown over a cost sharing arrangement for city-wide earthquake recovery capital works, including for specific projects incorporated in the Christchurch Central Recovery Plan. The latter included specific joint funding arrangements for Anchor Projects, plus an agreement for early phases of the “Transport Chapter” of the Christchurch Central Recovery Plan, An Accessible City. The proposed Accessible City projects had a combined value of \$72 million, of which \$27 million would be provided by the Council.
- 2.2 Following the gazettal of An Accessible City on 31 October 2013, further work has been ongoing jointly between staff of the Canterbury Earthquake Recovery Authority (CERA), the Central City Development Unit (CCDU) and the Council to further determine the details and order of that early phase of transport projects, to ensure they best support early anchor projects and begin the transformation of the central city transport network as envisaged by An Accessible City.
- 2.3 This report summarises for the Committee some recommended amendments to the first phase transport projects programme, primarily to ensure that those Accessible City projects which directly support the new Bus Interchange, are implemented prior to its opening in April 2015. This report also seeks Committee approval to engage with the community and key stakeholders over the concept designs for a number of the projects contained in the amended First Phase programme of transport works.

3. BACKGROUND

- 3.1 An Accessible City identifies an initial suite of ‘First Phase Projects’ to be delivered as a priority. Schedule 14 of the Cost Sharing Agreement sets out the funding available for these First Phase transport projects. As with all Cost Share Agreement projects with Crown funding, the scope of the projects is being progressively refined through a Business Case process, to ensure they deliver optimum outcomes in a timely way to maximise support for recovery.
- 3.2 The intention of the First Phase Projects is therefore to advance a tranche of transport projects that critically integrate with Anchor Projects and the wider Christchurch Central Recovery Plan, as well as maximising alignment wherever possible with ongoing SCIRT infrastructure repair works.
- 3.3 The Cost Sharing Agreement commits \$72 million to the First Phase programme, of which Council’s share is \$27 million, with \$27 million matched by Crown, and a further \$18 million financial assistance sought from the New Zealand Transport Agency (NZTA).

- 3.4 Joint development of the First Phase project definitions by CERA, CCDU and Council 144 staff (refer **Attachment 1**) has been ongoing since the gazettal of An Accessible City on 31 October 2013. At the same time, development work has also been undertaken on the new Bus Interchange, which is scheduled to be opened in April 2015. As a result of these parallel workstreams, staff have re-evaluated the First Phase programme of projects as determined in June 2013 to ensure that they continue to offer the optimum priority within the agreed budget.
- 3.5 The Council and the Crown agreed in the Cost Share Agreement that it was open to them to vary, in writing, the terms of the Agreement. Council and CERA staff wish to make the changes to schedule 14 (Phase 1 of the Transport Plan) set out in this report.
- 3.6 If the Council adopts the staff recommendations in this report the changes will be recorded in writing and signed on behalf of the Council and the Crown (or CERA if it is appointed as the Crown's agent for this purpose).

4. COMMENT

First Phase Programme Reprioritisation Principles

- 4.1 A review of the original schedule of early projects identified under the funding agreement was considered appropriate to ensure they continue to offer optimum fit for purpose network outcomes against the following key criteria:
- 4.1.1 Does the project enable early anchor projects to be efficiently progressed?
- 4.1.2 Does the project enable early benefits of An Accessible City transport network principles to be realised?
- 4.1.3 Does the programme accord well with the planned opening of the new Bus Interchange in April 2015?
- 4.1.4 Does the project maximise as far as practicable its alignment with ongoing SCIRT repair programmes?
- 4.2 These considerations have resulted in a recommendation to add four new projects to the First Phase programme. In order to achieve this change within the budget set under the existing funding agreement (the \$72 million funding envelope), it is necessary to defer one project intended to achieve an early enhancement to the capacity of the Avenues to a later works phase. Additionally, the full two way conversion of Kilmore Street, which is not part of SCIRT's earthquake repairs remit, will only be enabled at this time through initial works to achieve maximum alignment with the future street layout, including necessary underground ducting for future traffic signalisation of the two-way intersection layouts. The full two-way conversion and important further public realm enhancements will be deferred to later Accessible City works programmes and to enable concurrent delivery with the nearby Salisbury Street two-way conversion.

The Additional First Phase Projects

- 4.3 The new Bus Interchange is due to open to the public in April 2015. To facilitate the operation of the interchange, Tuam Street will need to be fully converted to a one way eastbound main distributor street between Hospital Corner and Madras Street by that date. The original First Phase Projects programme identified Tuam Street as being converted to a one way street between the Hospital and Durham Street only. Additionally, Lichfield Street will be converted to a two way local distributor street, with a priority on Metro bus operations between the Interchange's northern Lichfield Street access and Manchester Street. Colombo Street, which acts as a key walking and cycling route and bus passenger access point to the new Bus Interchange will be subject to streetscape enhancements – especially in the vicinity of the Interchange.
- 4.4 Therefore, it is proposed that the following new projects feature in an amended First Phase programme, with the first three of these undertaken prior to the opening of the Interchange in April 2015:
- 4.4.1 **Tuam Street One Way Conversion (Durham to Madras).** This completes the remaining sections of the one way conversion of this street not being undertaken through pre-existing First Phase projects, and will therefore provide a full one way

street between the Hospital and Madras Street. This is a key route for buses 145 heading eastbound towards the new Interchange.

- 4.4.2 **Lichfield Street Two Way Conversion (Durham to Manchester Street).** This changes Lichfield Street to a two way street between Durham Street and Manchester Street, primarily for local access needs to parking facilities supporting the Retail Precinct. To the east of Colombo Street the street is prioritised for pedestrians, and between the new Interchange access and Manchester Street, it will be prioritised for buses. This will support the key public transport network link from the north and east, connecting to the new Manchester street boulevard – which is a bus priority corridor.
- 4.4.3 **Colombo Street (Hereford to St. Asaph Street).** This project is designed to enhance the street frontage outside the Interchange and the blocks either side. It will provide improved facilities for significant numbers of pedestrians who will be moving to and from the Interchange. This project also improves access on the key walking and cycling routes and enhances the streetscape for the new Justice and Retail Precincts.
- 4.4.4 **Slow core:** In order to achieve early adoption of the lower speed environment planned by An Accessible City for the inner zone of the central city, it is proposed that provision be made for this additional early works project to deliver the 30 kilometres per hour speed environment proposed for inner city streets. To achieve this, it is considered that every effort should be made to deliver an early slow inner zone environment - with later public realm enhancement works supplementing those early traffic measures. The early delivery of a consistent slow speed environment in the heart of the central city would also have the added benefit of reduced costs for temporary traffic management speed reductions associated with development and street works, that would otherwise be required project by project under the current 50 kilometres per hour speed limit.

The Original Programme – Key Features and Proposed Amendments

- 4.5 The Oxford/Tuam swap (TP1) includes the transformation of Tuam Street to a one way eastbound street as far as Durham Street, supporting early works to the Avon River precinct, Health Precinct and Hospital re-development. The conversion of the remainder of Tuam Street previously formed part of the second phase of transport projects. However, with the Bus Interchange now due for completion by April 2015, it is important that the one way conversion of the portion of Tuam Street that runs between Durham and Madras Streets is brought forward to be completed by that date. If these works are not brought forward it would pose a significant risk to the successful operations of the Bus Interchange on opening in the second quarter of 2015.
- 4.6 The Cambridge Terrace (TP3) adjacent to Avon River Precinct continues to be warranted to support the early Avon River Precinct anchor project works and achieve a slower speed environment on this busy southbound distributor street. Further detailing of the project has identified it should include a renewal of the carriageway surface and kerbing throughout, with full depth reconstruction of some carriageway sections only where this is warranted. The budget would permit high quality treatments to be installed at intersections and crossings, together with new footpaths, widened in places and new cycleway treatments. There will be improved landscaping throughout in order to complement the adjacent Avon River Precinct works.
- 4.7 The Manchester Boulevard (TP4) remains very important to support the Bus Interchange development and deliver the key north to south bus priority street across the central city – replacing the pre-earthquakes role of Colombo Street. Again, this project remains as part of the First Phase programme. However, no final decision on this project will be made until a final decision is reached on the future of the Majestic building.

- 4.8 Works at the Hagley/Moorhouse Avenue intersection remain a high early priority, and will focus as part of the First Phase programme on essential traffic changes to improve network efficiency and safety at this busy intersection and nearby streets – importantly helping reduce traffic pressures past Hospital corner - the aforementioned TP1 project.
- 4.9 Project TP6, the replacement of the Fitzgerald Avenue Twin Bridges is currently expected to be part of the SCIRT rebuild programme, which has identified a possible replacement of the twin bridge structures may be needed. If such works are confirmed as necessary by ongoing engineering assessments, then any replacement of the structures offers a unique opportunity to achieve improved network capacity on Fitzgerald Avenue. This would be achieved by widening the river crossing to three lanes in each direction as part of the Avenues enhancement programme envisaged by An Accessible City. At the same time, a new eastern bridge structure would enable the Accessible City's planned new bus routing on Kilmore Street to be achieved, through adding a further southbound right turn lane for buses from Fitzgerald Avenue north to Kilmore Street. Finally, in order to enable the new Avon River Precinct to be connected later to the coast and form part of Council's planned city – wide Major Cycle Routes network, a new cycle and pedestrian underpass would be delivered as part of the enhancement package project. Pending the outcome of ongoing structural assessments of the existing twin bridge structures, it is therefore assumed for the present that the above package of enhancements to the bridges and the adjacent Fitzgerald Avenue/Kilmore Street intersection should be accommodated within the amended First Phase Accessible City programme.
- 4.10 It is considered that the congestion at the Moorhouse/Fitzgerald intersection (TP7) is no longer as pressing a First Phase transport programme priority as when this project was identified at the time of the funding agreement. Therefore, this project is recommended to be deferred from the First Phase programme.
- 4.11 Project TP8 was the full Kilmore Street two-way conversion. This was included in full in the First Phase projects at the time of the cost sharing agreement, when the central city cordon was in place. SCIRT repair works to Kilmore Street have been speedily implemented of late and the full conversion to two way traffic operations is not part of SCIRT's remit. As a result, it is now proposed to undertake only such enhancement works attributable to An Accessible City as to enable later conversion to full two way operation to logically take place in tandem with the similar conversion of Salisbury Street (the other half of the one way pair) and importantly, designed to avoid any abortive re-working.

Project Summary

- 4.12 As a result of the recent further Phase 1 programme analysis, the most urgent projects not originally proposed as part of the agreed Phase 1 programme (June 2013) are those directly associated with the opening of the Bus Interchange in April 2015. These are:
- 4.12.1 The extension of Tuam Street one-way from Durham Street to Madras Street in order to connect with the new Bus Interchange;
- 4.12.2 Work on Colombo Street and Lichfield Street to achieve an improved slow speed pedestrian environment on approaches to the Bus Interchange, plus priority for bus movements on Lichfield Street between the Bus Interchange access and Manchester Street;
- 4.12.3 Early works to achieve a sub 30 kilometre per hour speed environment on streets in the heart of the central city, especially in the vicinity of the Bus Interchange and retail precinct.
- 4.13 The table in **Attachment 2** summarises the First Phase transport projects, including the recommended amendments, and their recommended status to progress to detailed stakeholder and public consultation and design.
- 4.14 In summary, these considerations have resulted a recommendation to add four new projects to the Phase 1 programme. For the present, the First Phase programme assumes that continued provision would be made for a comprehensive enhancement package at Fitzgerald Avenue twin bridges, pending the outcome of ongoing engineering assessments. Those assessments will also investigate fully the engineering implications of the proposed cycle / pedestrian underpass – where the estimated works costs for that element are at present only provisional.

4.15 In order to achieve these changes within the budget set under the existing cost sharing agreement, it is therefore necessary to:

4.15.1 Defer one project (at the Fitzgerald / Moorhouse Avenue intersection)

4.15.2 Consider further phasing of some other projects - notably the Hagley / Lincoln / Moorhouse intersection and the full two way conversion of Kilmore Street (the latter would instead be progressed in tandem with important public realm enhancements to both Kilmore and Salisbury Streets).

4.15.3 Achieve some cost savings through re-scoping the previously estimated works engineering costs for Transport Project 3 (Cambridge Terrace).

5. FINANCIAL IMPLICATIONS

5.1 As noted in section 4.2, while this report proposes to add new projects to the initial tranche - in order to stay within the previously agreed funding budget of \$72 million, it is necessary to defer one project (at the Fitzgerald Avenue/Moorhouse Avenue intersection), intended to achieve an early enhancement to the capacity of the Avenues, to a later works phase.

5.2 Additionally, in order to conform to the agreed budget, some further amendments are also necessary to the scope of other First Phase programme projects:

5.2.1 The Hagley/Lincoln/Moorhouse intersection and the full two way conversion of Kilmore Street will be progressed initially as enabling traffic works only (avoiding later abortive expenditure as further public realm enhancements are implemented as part of later works programmes).

5.2.2 Some cost savings achieved through the re-engineering of Cambridge Terrace Transport Project 3.

5.2.3 Ongoing reviews of the engineering scope of each project in the programme (which will continue while engagement takes place over each project).

5.3 With these changes, the original \$72 million allocation of funds remains sufficient to deliver the newly prioritised First Phase programme of Accessible City projects.

6. STAFF RECOMMENDATION

That the Committee recommends that the Council:

6.1 Supports the proposed changes to the First Phase programme of An Accessible City transport projects as outlined in this report and within the original cost sharing Agreement between Council and the Crown.

6.2 Authorises the Acting Chief Executive to sign an agreement with the Crown (or its agent) varying the Cost Sharing Agreement dated 26 June 2013 in accordance with the changes referred to in 6.1 above.

6.3 Approves public and stakeholder engagement over the design concepts for the amended First Phase programme of Accessible City projects identified in this report, other than for Transport Project 4 - Manchester Street.

Overview of Original First Phase Transport Projects and Current Status of First Phase Works

First Phase Project	Project overview
TP1 Oxford / Tuam Swap	Reinstate network capacity and reduce localised traffic caused by partial closure of Oxford Terrace (part of the Avon River Precinct works including public realm / streetscape works). Includes delivering the superstop in the Health Precinct. Supports Hospital development, Metro Sports, Avon River Precinct, Bus Interchange, and SCIRT sequencing.
TP2 Armagh / Colombo Improvements	Delivers cycle / pedestrian network improvements adjacent to Victoria Square to coincide with works in the Avon River Precinct. Contains public realm enhancements adjacent to the Performing Arts Precinct and Convention Centre.
TP3 Cambridge / Durham Improvements	Network improvements adjacent to Avon River Precinct (speed reductions, safety and streetscape improvements, carriageway and kerbing renewals) to ensure streetscape enhancements are delivered to complement the Avon River Precinct, Provincial Chambers, Justice Precinct and private developments around the river and Retail Precinct.
TP4 Manchester Boulevard Public Transport Upgrades	Delivering bus priority transport network and superstop to support Bus Interchange and East Frame area. Includes amenity improvements alongside East Frame and Margaret Mahy Family Playground project.
TP5 Hagley / Moorhouse Intersection Improvements & associated works	Aligning strategic traffic movements onto the Avenues and new distributor street network, supporting traffic reductions in Health and Avon River Precincts. Improves separation of traffic and cycle network, with overall safety and efficiency enhancements.
TP6 Fitzgerald Ave Twin Bridges Enhancement Package	Aligning traffic volume onto the Avenues (the arterial routes) to provide network capacity / efficiency around the central city. This will assist with reducing strategic traffic volumes across the central city. Also supports the cycle / pedestrian and bus networks. (Confirmation of works for First Phase programme pending structural assessment of existing bridge structures and further engineering assessment of cycle / pedestrian underpass feasibility design).
TP7 Fitzgerald / Moorhouse Intersection Upgrade	Aligning traffic volume onto the Avenues (the arterial routes) to provide network capacity / efficiency around the central city. Will assist with reducing traffic volumes in the Core, supporting the cycle / pedestrian network, and increase central city liveability. (Now proposed to be deferred).
TP8 Kilmore Street Two-way Conversion	To convert street to full two-way operation to support PT network efficiency and development of the North Frame. Revised First Phase works designed to tie in with completion of 2014 SCIRT works and avoid later re - work. Later public realm enhancements and full 2 way conversion to be carried out in tandem with Salisbury Street conversion.

Revised Transport projects

Project Name	Indicative Costs for Revised First Phase (rounded to nearest \$0.1m)	Recommended Status, and key changes from earlier First Phase Programme
TP1 – Oxford Tuam swap with Hospital superstop (funded separately)	\$9.3m	Continue. (Council has prior approved concept design engagement)
TP2 – Armagh / Colombo	\$4.6m	Continue
TP3 – Cambridge/Durham	\$13.6m	Continue. Re – framed scope of carriageway and kerblines renewals, footpath and cycleway treatments, with landscaping to complement adjacent Avon River Precinct works.
TP4 – Manchester Street with superstop (funded separately)	\$22m	This remains part of the 1 st Phase projects, however, no final decision on this project will be made until a final decision is reached on the future of the Majestic building.
TP5 – Hagley south	\$3.2	Continue. Subsequent works will enhance the public realm of Hagley Avenue.
TP6 – Fitzgerald Twin Bridges – Enhancement Package	\$6.6m	Retained pending CCC/SCIRT bridge structural assessments. AAC works would permit capacity enhancements to 3 lanes in each direction for Fitzgerald Ave, plus additional right turn lane southbound on eastern structure. Adds a new cycle / pedestrian underpass (subject to further detailed design assessment).
TP7 – Moorhouse/ Fitzgerald		Defer – ie removed from First Phase programme
TP8 – Kilmore two-way	\$0.1m	Interim lane marking and ducting to align with 2014 SCIRT work, in order to avoid later re – work. Defer full public realm enhancement project to deliver with Salisbury St one way pair conversion to full 2 way traffic operations
TP9 - Tuam conversion – Durham to Madras	\$4.5m	Add to programme
TP10 - Lichfield St – Manchester to Oxford	\$3.9m	Add to programme
TP11 - Colombo St – Hereford to St. Asaph	\$3.8m	Add to programme
Establish 30 km/hr speed environment, early works	\$0.4m	Do early work implementation as funds allow (remaining budget up to \$72m funding envelope)
TOTAL Cost of First Phase	\$72m (+ \$4m super-stops)	

19. RESOLUTION TO EXCLUDE THE PUBLIC (Cont'd)

Attached.

COUNCIL

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely item(s) 28.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER	GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION
28.	CHIEF EXECUTIVE RECRUITMENT) GOOD REASON TO) WITHHOLD EXISTS)) UNDER SECTION 7	SECTION 48(1)(a)

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM NO.	REASON UNDER ACT	SECTION	PLAIN ENGLISH REASON	WHEN REPORT CAN BE RELEASED
28.	Protection of privacy of natural persons	7(2)(a)	Continuation of recruitment process	Under contract negotiations the Mayor will issue a media release

Chairperson's

Recommendation: That the foregoing motion be adopted.

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

“(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

- (a) Shall be available to any member of the public who is present; and
- (b) Shall form part of the minutes of the local authority.”