
Hearings Panel
MINUTES ATTACHMENTS

Date: Monday 12 August 2024
Time: 9.30 am
Venue: Gloucester Street "Streets for People" Trial
Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

TABLE OF CONTENTS NGĀ IHIRANGI	PAGE
7. Consideration and Deliberation / Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero	
A. Gloucester Street "Streets for People" Trial - Answers to Panel Questions	3

GLOUCESTER ST SHARED SPACE TRIAL - HEARINGS PANEL QUESTIONS AND STAFF RESPONSES

#	Panel Member	Panel Query	Provisional Staff Response
Day 1 - Hearings Panel Meeting, 12 Aug 2024 - Staff Presentation and Public Deputation - Questions asked by the Panel and Staff's written response below			
Questions from site visit			
7	Councillor Templeton	Can we adapt the design at the western end of Gloucester St (Colombo St end) through using more paint or physical features to make it clearer it's a shared space?	<p>Adaptations could be made to the design at the western end to improve clarity that motorists are entering a shared space; for example, the shared zone sign can be gated (i.e. a shared zone sign on both sides of the road).</p> <p>We expect additional paint marking and shared zone sign can be included at relatively low additional cost to the construction costs for the amended layout.</p>
8	Councillor Templeton	Previous feedback from Imagination Station staff was that parents attending parties wanted more parking options and sometimes longer than P5 parking. Are there any options for raising awareness of parking options (P5 and other) in the area?	<p>Council staff have been in discussion with Turanga about ways to inform visitors about the availability of these parking spaces.</p> <p>Traffic operations staff have also advised that the parking outside the Court Theatre on Gloucester St would best suit being P10 parking. Providing P10 parking in those spaces may also assist parents who are picking up and dropping off children at Turanga/Imagination Station, particularly as the peak demands for these users is likely to be at different times of day</p>
9	Councillor Templeton	Can there be a change in layout to provide better connection between the stage and seating? It is challenging having seating and stage separated by a road. Can we have them on the same side of the road?	<p>Relocation of the stage and seat to be on the same side of the road will require further investigation/redesign to ensure accessibility to adjacent parking spaces, vehicle entrances and sufficient clearance to passing traffic.</p>
10	Councillor Peters	Can we have a discussion with Wilsons Parking regarding using their site on the northern side of Gloucester St (next to the ITR) for activations/stage?	<p>This property is privately owned and operated by Wilsons Parking.</p> <p>Use of the site (or parts of the site) to host the Wahi Taiao (stage) and seating would reduce the available parking spaces that Wilsons Parking currently charge for. As such, staff anticipate that Wilsons Parking would not support this and/or would expect to be compensated for potential loss of revenue.</p> <p>From a safety perspective, it would not be ideal to have the Wahi Taiao and seating within a carpark area due to the safety implications of attracting people to a space where vehicles are moving around and reversing</p> <p>Furthermore, Council would need to agree an ownership or leasing arrangement to use private land: this is likely to be a lengthy process, and generate ongoing operational and maintenance costs.</p>
11	Councillor Templeton	Can we provide information on the maintenance/street sweeping going forward? Street furniture prevents street sweeping and litter is collecting in locations on the street and is particularly an issue if near drains.	<p>Once the project works are complete and the layout is permanent, this street will be scheduled for a manual weekly clean and will then be funded from the operational budgets. In the interim it will be funded by the project budget.</p>

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12	Councillor Templeton	Can options for rubbish collection be looked at for 146 Gloucester St (pocket park), such as providing a Big Belly Bin on site?	<p>The cost of public rubbish bins is high, due to the ongoing resource and disposal costs for collection. Also, provision of a bin on the pocket park site would not fit within the area that CCC maintenance teams currently cover (as it is a private site) so there may be issues with maintaining /clearing the bin.</p> <p>However, staff could investigate the moving an existing CCC rubbish bin on Gloucester St near the pocket park, as there are already three in the surrounding area: one outside #160; and two outside #173.</p> <p>Changing to Big Belly Bin may be more obvious to users of the street, and if it remains within the existing road reserve CCC can continue to maintain/service this bin. The additional cost of a Big Belly Bin is approximately \$9k for the bin, plus there would be additional costs for installation.</p>
13	Councillor Templeton	Is it possible to swap the planters adjacent to the Wilsons carpark (adjacent to the Stuff building on the southern side of Gloucester St) to improve sightlines drivers exiting the carpark?	<p>Swapping the planters to improve sight lines from the access is possible and can be arranged at relatively low cost.</p> <p>Another option, which is likely to be cheaper than swapping the planters, is trimming the plants (which appear to be a variety of Griselinia) to a height that will improve sight lines from the Wilson carpark access.</p>
14	Councillor Peters	The kerb condition near the Wilsons carpark (southern side of Gloucester St) appears poor. Can staff provide information on the rating and renewal programme for the kerb in this location?	<p>The Gloucester St trial did not include changes to permanent street and any kerb renewals required are outside the scope of the project. At present this kerb and channel is fit for purpose as it allows stormwater to move to the nearest sump. There are no immediate plans to conduct any maintenance work in this area.</p> <p>However, programmes for maintenance and renewals are currently being developed, and the condition of this will be assessed against other priorities around the city. This will be shared with Elected Members later in the year.</p>
15	Councillor Templeton	Fable hotel raised an issue regarding the difficulty vehicles have turning out of their carpark due to the location of planters. This is particularly an issue if drivers wish to turn left when buses are using hte bus park. Can a design review be carried out to determine how this can be addressed?	<p>It is possible to relocate the bus parking further west to provide additional clearance for a left turn vehicle exiting the Fable hotel carpark.</p>
16	Councillor Templeton	Is any information provided on the CCC busking webpage regarding using the Wahi Taiao?	<p>There is not currently information about use of Wāhi Taiao on Council's Public Spaces webpage. This could be investigated, but sits outside the scope of this project so is better dealt with as a direct request by Elected Members.</p>
17	Councillor Templeton	Can we provide more bike parking outside Court Theatre?	<p>Staff are currently investigating a separate project to carry out footpath improvement works along the Colombo St frontage of the Court Theatre to tie in with the opening of the Theatre. Additional bike parking is proposed within this scheme, although it remains in the early planning stages</p>

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Questions received via email			
18	Councillor Templeton	Speed reduction impact on travel time for this stretch – ie the difference between it being 10kph and 30kph if project was removed?	<p>The pre-trial 85th percentile operating speed was 32km/h (as an average from two count locations) and with the 10km/h speed limit in place, the 85th percentile operating speed is 24km/h.</p> <p>The travel time savings between the pre-trial layout and trial layout is approximately 8 seconds. The travel time difference between a vehicle travelling at 10km/h and 30km/h is approx 48 seconds.</p> <p>These travel times are calculated for the section of Gloucester St between the Colombo St and Manchester St signals and does not account for the traffic signals at both ends of the street, which are likely to have a larger impact on overall travel times. Additionally, this section of Gloucester St functions more as a destination street than a travel through route.</p>
19	Councillor Templeton	Could we please have a copy of the consultation docs/website pls?	<p>There wasn't a physical consultation document. All consultation promotion directed people to the Kōrero mai Let's talk webpage https://letstalk.ccc.govt.nz/gloucester. The requested form (questions asked) is available in the PDF attachment, noting that after every aspect answers, submitters were provided with a freetext box to provide an optional explanation. Otherwise, businesses on the street were able to provide consultation feedback via email.</p>
20	Councillor Templeton	Did we get a response from emergency responders – do FENZ and St Johns have an issue with it?	<p>There were emails and a video call with FENZ about this project. Their final remarks were "I am ok with the proposal for the layout at this stage and understand that any future proposal for more permanent solutions would be further discussed at the design stage."</p> <p>St John were informed about the trial/consultation but did not choose to provide feedback.</p>
21	Councillor Templeton	Could we please have signage that is more visible for the shared zone? Maybe on the road too?	<p>See answer to question 7.</p>
22	Councillor Templeton	Visibility exiting Press House – could we please swap the two planters over so that visibility is better for cars exiting The Press carpark? Please check if this will cause issues on the other side of the road too – is there an accessway that would then have visibility blocked?	<p>This question was asked at the site visit - see Question 13.</p>
23	Councillor Templeton	Outside the Court Theatre could we please have 3 p5 carparks as well as the mobility park? This will help Tūranga during the day and The Court at night. Advice on if they should be p10 maybe too? The other carparks could be p60?	<p>The recommended design proposes 1 mobility space and five parking spaces.</p> <p>The design could be amended to incorporate three P5 parking spaces and a mobility park outside the Court Theatre on Gloucester St. However, the traffic operations team has advised that the time restricted parking spaces are best suited as "P10" parking, as it provides long enough for people to park and assist someone into the Court Theatre (if dropping off an elderly or mobility challenged person). The traffic operations team also advise that, unless specified otherwise, the default time period that parking restrictions apply are between 8am and 6pm, so any mobility parking and short term parking spaces (P5 or P10) in this location should be accompanied by an "At all times" sign. It is expected that P10 parking in this location will also assist caregivers who are picking up children from Imagination Station (as noted in question 8)</p>

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#	Panel Member	Panel Query	Provisional Staff Response
24	Councillor Templeton	Given the design on the street furniture – esp the stage and seating opposite it, was originally done for a slightly different layout, could you please give advice on another potential location for the Wahi Taiao – either on the street, in the pocket park or elsewhere in the central city, so that it encourages more performers to use it – ie closer to their audience and without cars driving between? If we did this, then what are the options for another piece of street furniture in that spot to keep the street narrowed?	<p>Provided CCC can extend the Participation Agreement with LiVS to activate the site at 146 Gloucester St, the Wahi Taiao could potentially be moved to that location. Due to the size and weight of the Wahi Taiao, this will add additional cost to the project as it will need to be disassembled from it's current location and reassembled elsewhere. Detailed information on the time and cost for this work is unknown however it is estimated that it would take 2 days for the work to be carried out and there would be other costs associated with Traffic Management (for road closure), hiab hire and crew costs.</p> <p>If the Wahi Taiao is relocated (or removed), planters could be placed in the space left behind to help narrow the road. Staff have been informed there are planters available on Ferry Rd that could be relocated to Gloucester St, if required.</p>
25	Councillor Templeton	Is it useful to have another review maybe 6 months after Court opens?	<p>Staff noted in the report to Hearings Panel, that a key feature of the amended trial layout was the ability to easily and cheaply amend this further to meet the changing needs of the street. Therefore a further review after the Court Theatre is open is not only possible, but is supported by the recommended approach.</p> <p>However, staff would note the following:</p> <p>1) There will be no further formal Evaluation and Monitoring or Engagement being carried out, so any information that is used to inform this review would be limited, subjective and/or costly to obtain.</p> <p>2) There remain other potential developments along this stretch of Gloucester Street which could also affect any potential changes to the layout of the street, so the timing of the review may require some thought to avoid abortive work.</p> <p>3) Should Council wish to keep elements of the trial layout, these will be formalised through Detailed Traffic Resolutions. Any further changes post-review would also need to be formalised, so would take time to enact.</p> <p>4) Any further changes post-review are also likely to require consultation, adding expense and time</p> <p>5) There is currently no budget set aside for any further changes to Gloucester Street. Should the review recommend this then budget would need to be found to enact the changes: likely through a future Annual Plan or Long Term Plan.</p>
26	Councillor Templeton	Do we have any information about the carparking building that was due to be built as part of the Catholic Cathedral Precinct now that that has moved?	<p>Staff have no information regarding the carparking that was proposed as part of the Catholic Cathedral Precinct, or any plans for a carparking building in this area of the city. The site on Gloucester St where Council originally proposed to build a carpark (before the Catholic Diocese planned a carpark on their Armagh St site) is currently operating as a Wilsons Carpark. At this time staff are not aware of any plans for this site to be developed for additional carparking.</p>
27	Councillor Templeton	Is it possible to look at ways of increasing the visibility of and information about the P5 parking on the Square side of Tūranga? I didn't know they were there and for public use. P10s might also be better?	<p>This is outside the scope of this project.</p> <p>Council staff have been in discussion with Turanga about ways to inform visitors about the availability of these parking spaces.</p>
28	Councillor Templeton	The pocket park is sheltered and we saw a few people using it today – is it possible to extend the licence to occupy for this site? If we do, is it worth getting a rubbish bin or would daily maintenance be better?	<p>The pocket park at 146 Gloucester St is privately owned property that the organisation Life in Vacant Spaces (LiVS) lease from the landowner, and CCC have a participation agreement with LiVS to activate the space until 30th Nov 2024.</p> <p>With the site being privately owned, there is no guarantee that the site will be available for use site long-term, however staff can approach LiVS to see if the landowner will agree for our participation agreement to be extended. This is likely to come with operational cost implications.</p>

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29	Emma Norrish	Are there enough P5 parks outside Theatre Royal for their drop-off, pick-up requirements?	<p>See answer to question 23 regarding length of short stay parking.</p> <p>Staff are not aware of any specific issues being raised by the Isaac Theatre Royal in relation to this trial.</p>
30	Emma Norrish	A number of submitters mentioned conflicts between cyclists and vehicles, and cyclists and pedestrians. Would a marked cycle lane or similar be an option?	<p>The street is designed as a shared zone. Shared zones are based on the concept of integration, rather than separation, of road users. The Land Transport (Road user) Rule 2004 states that:</p> <p>"A driver of a vehicle entering or proceeding along or through a shared zone must give way to a pedestrian who is in the shared zone." and "A pedestrian in a shared zone must not unduly impede the passage of any vehicle in the shared zone."</p> <p>Shared zones often do not provide any specific provision for moving cyclists, as the low vehicle speeds make it easy for them to interact with other user. In shared zones, the needs and comfort of pedestrians are paramount. People cycling and driving in shared zones are expected to act like guests, traveling in a way that is consistent with a walking pace, and are legally required to give way to pedestrians.</p> <p>Other examples of this approach within Christchurch include Oxford Terrace, Cashel Street, and High Street</p>
31	Emma Norrish	Do we know of any developments planned for the vacant lots along the street?	<p>Staff do not know the details of any development planned for the existing lots on Gloucester St at this stage.</p> <p>As stated in Attachment C of the staff report to the Panel, in June 2023 Council requested proposals for developments 129 Gloucester Street, for Performing arts; entertainment services; or permanent buildings and structures. At the time of writing, the outcome of this has not been publicly announced</p>
32	Emma Norrish	How many coaches use the Fable's drop off/pick up area? It would be helpful to know how many times a day they might be blocking off the through traffic if they're not pulled right up to the kerb.	<p>Staff do not have data on the number of coaches using the drop off / pick up space, however the maximum number of coaches observed using the space at any time is 2 coaches. With the current layout, there is sufficient space for two coaches to use the space if they pull in close to each other, however cars occasionally try to park in area in front of the bus cage, thereby preventing buses from being able to pull in close to the kerb.</p> <p>The staff recommended amended design in Attachment B of the staff report to the Panel extends the bus cage, providing more space for coaches. This should ensure that when two of them are using the space concurrently, through traffic is no longer blocked.</p>
33	Emma Norrish	Did any other surrounding streets apart from Armagh St see an increase in traffic which could be attributable to the trial?	<p>Abley have confirmed that the information provided in the report, stating that traffic volumes on Armagh St had increased by 40%, was an error due to the "before" and "after" images/info being swapped around. This has now been corrected.</p> <p>The updated information received from Abley indicates that traffic volumes have decreased on all count sites, including Gloucester St east, Gloucester St west, Colombo St and Armagh Street. No counts were carried out during the trial on other surrounding streets, however there is publicly available count data from before the trial for Colombo St (north of Armagh), Manchester St (north of Armagh), Madras St (north of Latimer Sq). These counts can be compared to future counts (if the trial layout is still in place) to determine the level of traffic increase or decrease.</p>

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34	Emma Norrish	Has the parking layout on Colombo St outside the Court theatre been decided yet? Will there be spaces there for drop-off and pickup?	<p>This is outside the scope of this project.</p> <p>The parking layout on Colombo St is being looked at through a separate project that involves remediating the footpath on the eastern side of Colombo St, from south of the primary entrance to the Crowne Plaza (the footpath outside the Crowne Plaza’s customer entrance has already been refurbished) to Gloucester St (including the corner and new Court Theatre main entrance); and the footpath on the northern side of Gloucester St, between Colombo St and approximately 51m east of Colombo St.</p> <p>This project will also investigate likely parking needs in this area, and based on this may propose changes to the current layout. This involves engagement with the Court Theatre and Crowne Plaza. The Court Theatre have expressed their desire for short stay parking spaces and a mobility space on both Colombo St and Gloucester St.</p>
35	Councillor Peters	Is there any update the Property Team at Council might be able to offer regarding the Wilson Parking site next to the Isaac Theatre Royal, and also the laneway/s that are in mind to run between Gloucester and Armagh?	Council staff do not know of any future plans for the Wilson Parking site next to the Isaac Theatre Royal at this stage.
36	Councillor Peters	I also would be keen to hear whether there is any update any staff might be able to offer regarding the Carter Group carpark that has been talked about on a number of occasions, and could offer the much needed solution to parking north of Cathedral Square going forward, particularly now the Catholic Cathedral is no longer going ahead on Armagh Street? Sorry I should have asked this of Nicky Carter while we had her audience.	Staff are not aware of any plans by Carter Group to develop a carpark within the vicinity of Gloucester St. We have no knowledge of any Carter Group carparks proposed in the Central City area.
37	Councillor Peters	I would also like to understand whether there is any knowledge of any plans on the vacant sites that are still on the Street, as asked by Emma, and might they alter potentially the plan going forward, or must we just need to wait and see?	See response to question 31
38	Councillor Peters	Is there any possibility of narrower planters and some physical separation, perhaps bollards, being considered at the bus park outside the Fable to better force the buses to park more appropriately nearer the kerb leaving a trafficable lane?	<p>We can investigate the option of relocating the tree planters outside of Fable Hotel further north to provide a wider trafficable lane when a bus is parked outside of the Fable Hotel. Alternative option of replacing the existing planters with narrower planters is also a possibility but would incur a higher cost.</p> <p>Installing physical separation such as bollards to force buses to park closer to the kerb is not desirable as these would need to be located with sufficient clearance to avoid being hit.</p>
39	Councillor Peters	Speed, is 10kph the only speed that the street can be for a Street for People, or is 15kph or 20kph a possibility? Or is there more physical traffic calming that could be added to enhance to motorists who do feel the need to use Gloucester Street and encourage them further to adhere to the speed limit?	<p>The legal speed limit in a shared zone is, by default, 10km/h. Shared zones are based on the concept of integration, rather than separation, of road users. Vehicles are required to travel at nearer walking speed with the result that the environment is more friendly to pedestrians. Advice from the Transport Operations team is that a shared zone sign legally means a space has a 10m/h speed limit, so there should be no need for a 10km/h sign. However, in the case of Gloucester St, it is advisable to also have a 10km/h sign.</p> <p>We can investigate installing additional physical traffic calming measures to encourage vehicles to adhere to the speed limit.</p>

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#	Panel Member	Panel Query	Provisional Staff Response
40	Councillor Peters	I'm with Sara with seeing whether we could possibly get better signage/street level enhancement with some painted threshold of the Shared Space to reinforce to motorists that they need to slow down and share the space more carefully.	See response to question 7
41	Councillor Peters	Also interested in moving the Stage and seating to the Pocket Park, or perhaps the laneways adjacent to the Court Theatre and The Piano, or perhaps even Cathedral Square on the other side of Turanga?	See response to question 24
42	Councillor Peters	I would also like to see a further Mobility Park and some additional P5/P10 outside the Court Theatre for Drop Off/Pick Up, I'm not convinced that anything more than the very temporary P5/P10 should be encouraged, so no P60 in my thoughts, the nature of parking here on street should be very temporary to enhance the very special nature of the precinct.	See response to question 23
43	Councillor Peters	Could a bin, perhaps a Big Belly so long as it's able to be self-sufficient for power and telemetry, and moveable, be considered to be added to Pocket Park?	See response to question 12
44	Councillor Peters	Would it be possible to consider some brighter or more interesting street art could be considered for the road painting, perhaps something more NZ unique such as some Māori or Otautahi centric art?	Yes, it is possible to consider more colourful art for the project, however this will add to the project cost. The addition of colourful road marking may be possible, however any additions made to the road would need to be approved by Road Safety engineers, are likely to add to the cost (depending on the extent of work done), and have not yet been designed so would require separate approval
44	Councillor Templeton	How many p5 parks are on the Square square side of Tūranga - and is it possible to make them clearer and more accessible for the public? Are they 24h p5s or longer parking later?	The parking area on the other side of Turanga does not have clearly defined parking spaces however there is approximately 18m available, which would typically fit 3 cars. They are currently marked as P5 loading zone but do not show a specific time restriction. Improving the signage in this area is outside the scope of this project however Council staff have been in discussion with Turanga about ways to inform visitors about the availability of these parking spaces.
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