

# STAFF REPORT

**TO:** Chairman and Members, Engineering Services Committee  
**FROM:** Roger Ashworth, Transportation Manager  
**REFERENCE:** RD3335  
**DATE:** 12 June 2007  
**SUBJECT:** **RICHMOND TOWN CENTRE (CROUCHER SQUARE)**

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## 1 PURPOSE

The purpose of this report is to seek the Committee's final approval of the concept design for the Richmond Town Centre.

## 2 BACKGROUND

A meeting was held on Tuesday 22 May 2007 with the Town Centre Working Group as nominated by the stakeholders (minutes attached), where a general consensus was reached with respect to the final concept design for the development of Croucher Street between Queen Street and McGlashen Avenue (Town Centre).

## 3 COMMENT

At the March meeting of the Engineering Services Committee where the recommendation to defer the construction phase until February 2008 was adopted, there were several design concepts that Council believed were non-negotiable. In summary these were:

- a) A single lane running between Queen Street and Croucher Street/McGlashen Avenue with one-way directional flow. Council's preference was for directional flow from Queen Street through to Croucher Street.
- b) Open public space – the size of the open public space needed to be consistent with the size and dimension as shown on the original concept plan;
- c) Trees – it was paramount that trees were incorporated within the design;
- d) Car Parks – Any loss of car parks was more than compensated for by reconfiguring other car parks within Richmond CBD area that has seen the accumulation of more than 100 additional car parks over the last eighteen months; and
- e) Timing – The timing needed to be such that the project could be completed within the 2007/2008 financial year therefore design issues could easily be resolved as soon as possible to allow Council to tender and award the project prior to Christmas 2007 with a preferred start date of February 2008.

Attached is a sketch version of the concept design, which is a variation on the version promoted by the Working Group which we believe satisfies most, if not all, of Council's issues.

The major design change is the location of the one-way lane from the western side of Croucher Street to the eastern side. This is not seen as a major compromise and benefits the service lane given that it does not splice the entire lawn and garden area. The parking area allows for left turn in off Croucher Lane and right turn out from the car park on to Croucher Lane and as per the original concept there is still a two-way system that allows access in and out of the mall area.

All basic design principles are satisfied with this proposal. Costings will be similar if not the same as the original concept. As the committee will appreciate this has been a long and protracted process. I am sure the final outcome will be worth the wait and the design is now endorsed by the stakeholders.

For simplicity I have called the original concept with the lane on the northwest side of Croucher Street, Concept A and the newly promoted option, Concept B.

#### **4 RECOMMENDATION**

**THAT Design Concept B be developed and used for development of final engineering plans and construction of the Richmond Town Centre (Croucher Square).**

Roger Ashworth  
**Transportation Manager**