

Parking Restrictions Subcommittee AGENDA

Notice of Meeting:

An ordinary meeting of the Parking Restrictions Subcommittee will be held on:

Date: Tuesday 7 June 2016
Time: 1.30pm
Venue: Committee Room 2, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Councillor - Phil Clearwater
Members	General Manager City Services - David Adamson Head of Transport - Chris Gregory Head of Planning and Strategic Transport - Richard Osborne

1 June 2016

Mark Saunders
Committee and Hearings Advisor
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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-
- Part A Matters Requiring a Council Decision
Part B Reports for Information
Part C Decisions Under Delegation
-

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1. Apologies

At the close of the agenda no apologies had been received.

2. Declarations of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Confirmation of Previous Minutes

That the minutes of the Parking Restrictions Subcommittee meeting held on [Friday, 29 April 2016](#) be confirmed (refer page 5).

4. Deputations by Appointment

4.1 Margo Perpick, Apollo Power Yoga

Margo Perpick from Apollo Power Yoga, will address the Subcommittee in relation to parking restriction in Hereford Street between Colombo Street and Oxford Terrace.

5. Presentation of Petitions

There were no petitions received at the time the agenda was prepared.

Parking Restrictions Subcommittee OPEN MINUTES

Date: Friday 29 April 2016
Time: 10am
Venue: Committee Room 2, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson	Councillor - Phil Clearwater
Members	General Manager City Services - David Adamson Head of Transport - Chris Gregory Operations Manager (Transport) - Steffan Thomas

28 April 2016

Margaret Henderson
Committee Advisor
941 8185
Margaret.Henderson@ccc.govt.nz
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Part A Matters Requiring a Council Decision
Part B Reports for Information
Part C Decisions Under Delegation

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The agenda was dealt with in the following order.

1. Apologies

There were no apologies.

2. Declarations of Interest

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Nil.

4. Deputations by Appointment

There were no deputations by appointment.

5. Presentation of Petitions

There was no presentation of petitions.

6. Election Of A Chairperson

Subcommittee Consideration

1. To comply with the Christchurch City Council Standing Orders the Subcommittee was required to elect a Chairperson using either voting system A or System B.
2. That the Subcommittee expressed concern over potential conflicts with regards to the its membership and requested that a report to Council be prepared requesting that the Subcommittee be restructured to remove the Operations Manager Transport, who would then become the principal advisor, and appoint to that vacancy the Head of Strategic Planning of Transport.
3. The Subcommittee also requested that staff prepare a paper to review the boundaries of Plan A from a parking perspective.

Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Adopts by resolution, which system of voting it will use to elect a Chairperson, that is System A or System B.
2. Proceeds to elect a Chairperson.

Subcommittee Resolved PRSC/2016/00001

Committee Decisions under Delegation

The Parking Restrictions Subcommittee **resolved** to:

1. Adopt Voting System B to elect a Chairperson.

Chairperson Clearwater/Member Adamson

Carried

Subcommittee Resolved PRSC/2016/00002

2. David Adamson nominated, seconded by Chris Gregory, Councillor Clearwater for the position of Chairperson of the Parking Restrictions Subcommittee.

No other nominations were received and Councillor Clearwater was declared Chairperson of the Parking Restrictions Subcommittee.

Member Adamson/Member Gregory

Carried

Councillor Clearwater assumed the Chair from this point forward.

7. Cambridge Terrace Parking Restrictions

Subcommittee Consideration

The Subcommittee considered a report seeking its approval for changes to metered parking on Cambridge Terrace.

Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Revoke all parking and stopping restrictions on the southern side of Cambridge Terrace commencing at its intersection with Montreal St and extending in an easterly direction for a distance of 212 metres to its intersection with Cashel Street.
2. Approve that the stopping of vehicles be prohibited at any time on the southern side of Cambridge Terrace commencing at its intersection with Montreal Street and extending in an easterly direction for a distance of 15 metres.
3. Approve that the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the southern side of Cambridge Terrace commencing at a point 15 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 37 metres. This parking is to be restricted to angle parking as marked. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
4. Approve that the stopping of vehicles be prohibited at any time on the southern side of Cambridge Terrace commencing at a point 52 metres east of its intersection with Montreal Street extending in an easterly direction for a distance of 32.5 metres.
5. Approve that a P120 Mobility Park be installed on the southern side of Cambridge Terrace commencing at a point 84.5 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 3 metres. This parking is to be restricted to angle parking as marked.
6. Approve that the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the southern side of Cambridge Terrace commencing at a point 87.5 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 45 metres. This parking is to be restricted to angle parking as marked. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
7. Approve that the stopping of vehicles be prohibited at any time on the southern side of Cambridge Terrace commencing at a point 133 metres east of its intersection with Montreal Street extending in an easterly direction for a distance of 5.5 metres.

8. Approve that the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the southern side of Cambridge Terrace commencing at a point 138.5 metres east of its intersection with Montreal Street and extending in a north-easterly direction for a distance of 51 metres. This parking is to be restricted to angle parking as marked. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
9. Approve that the stopping of vehicles be prohibited at any time on the southern side of Cambridge Terrace commencing at a point 189.5 metres east of its intersection with Montreal Street and extending in a north-easterly direction for a distance of 22.5 metres to its intersection with Cashel Street.
10. Revoke all parking and stopping restrictions on the northern side of Cambridge Terrace commencing at its intersection with Montreal St and extending in an easterly direction for a distance of 202 metres to its intersection with Cashel Street.
11. Approve that the stopping of vehicles be prohibited at any time on the northern side of Cambridge Terrace commencing at its intersection with Montreal Street and extending in an easterly direction for a distance of 20.5 metres.
12. Approve that that the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the northern side of Cambridge Terrace commencing at a point 20.5 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 11 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
13. Approve that the parking of vehicles be limited to a maximum period of 5 minutes on the northern side of Cambridge Terrace commencing at a point 38 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 7 metres. This restriction is to apply at any time.
14. Approve that the stopping of vehicles be prohibited at any time on the northern side of Cambridge Terrace commencing at a point 45 metres east of its intersection with Montreal Street extending in a north-easterly direction for a distance of 85 metres.
15. Approve that parking be restricted to motorcycles only on the northern side of Cambridge Terrace commencing at a point 130 metres east of its intersection with Montreal Street following the kerb line and extending in a north-easterly direction for a distance of 6 metres. This restriction is to apply at any time.
16. Approve that the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the northern side of Cambridge Terrace commencing at a point 136 metres east of its intersection with Montreal Street and extending in a north-easterly direction for a distance of 36.5 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
17. Approve that the stopping of vehicles be prohibited at any time on the northern side of Cambridge Terrace commencing at a point 172.5 metres east of its intersection with Montreal Street and extending 29.5 metres in a north-easterly direction to its intersection with Cashel Street.

Subcommittee Resolved PRSC/2016/00003

Subcommittee Decisions under Delegation

The Parking Restrictions Subcommittee **resolved** to:

1. Revoke all parking and stopping restrictions on the southern side of Cambridge Terrace commencing at its intersection with Montreal St and extending in an easterly direction for a distance of 212 metres to its intersection with Cashel Street.
2. Approve that the stopping of vehicles be prohibited at any time on the southern side of Cambridge Terrace commencing at its intersection with Montreal Street and extending in an easterly direction for a distance of 15 metres.
3. Approve that the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the southern side of Cambridge Terrace commencing at a point 15 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 37 metres. This parking is to be restricted to angle parking as marked. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
4. Approve that the stopping of vehicles be prohibited at any time on the southern side of Cambridge Terrace commencing at a point 52 metres east of its intersection with Montreal Street extending in an easterly direction for a distance of 32.5 metres.
5. Approve that a P120 Mobility Park be installed on the southern side of Cambridge Terrace commencing at a point 84.5 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 3 metres. This parking is to be restricted to angle parking as marked.
6. Approve that the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the southern side of Cambridge Terrace commencing at a point 87.5 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 45 metres. This parking is to be restricted to angle parking as marked. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
7. Approve that the stopping of vehicles be prohibited at any time on the southern side of Cambridge Terrace commencing at a point 133 metres east of its intersection with Montreal Street extending in an easterly direction for a distance of 5.5 metres.
8. Approve that the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the southern side of Cambridge Terrace commencing at a point 138.5 metres east of its intersection with Montreal Street and extending in a north-easterly direction for a distance of 51 metres. This parking is to be restricted to angle parking as marked. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
9. Approve that the stopping of vehicles be prohibited at any time on the southern side of Cambridge Terrace commencing at a point 189.5 metres east of its intersection with Montreal Street and extending in a north-easterly direction for a distance of 22.5 metres to its intersection with Cashel Street.
10. Revoke all parking and stopping restrictions on the northern side of Cambridge Terrace commencing at its intersection with Montreal St and extending in an easterly direction for a distance of 202 metres to its intersection with Cashel Street.

11. Approve that the stopping of vehicles be prohibited at any time on the northern side of Cambridge Terrace commencing at its intersection with Montreal Street and extending in an easterly direction for a distance of 20.5 metres.
12. Approve that the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the northern side of Cambridge Terrace commencing at a point 20.5 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 11 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
13. Approve that the parking of vehicles be limited to a maximum period of 5 minutes on the northern side of Cambridge Terrace commencing at a point 38 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 7 metres. This restriction is to apply at any time.
14. Approve that the stopping of vehicles be prohibited at any time on the northern side of Cambridge Terrace commencing at a point 45 metres east of its intersection with Montreal Street extending in a north-easterly direction for a distance of 85 metres.
15. Approve that parking be restricted to motorcycles only on the northern side of Cambridge Terrace commencing at a point 130 metres east of its intersection with Montreal Street following the kerb line and extending in a north-easterly direction for a distance of 6 metres. This restriction is to apply at any time.
16. Approve that the parking of vehicles be limited to a maximum period of 120 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the northern side of Cambridge Terrace commencing at a point 136 metres east of its intersection with Montreal Street and extending in a north-easterly direction for a distance of 36.5 metres. This restriction is to apply Monday through Sunday, 9:00am through 6:00pm.
17. Approve that the stopping of vehicles be prohibited at any time on the northern side of Cambridge Terrace commencing at a point 172.5 metres east of its intersection with Montreal Street and extending 29.5 metres in a north-easterly direction to its intersection with Cashel Street.
18. That the mobility park be engineered to the appropriate standards.

Member Gregory/Member Thomas

Carried

8. Balfour Terrace - Removal of P120 Parking Restriction

Subcommittee Consideration

The Subcommittee considered a report seeking its approval to remove the 120 minutes parking restriction on Balfour Terrace.

The Subcommittee agreed to the removal of the 120 parking restriction but decided to keep the no stopping restrictions in place to allow turning access for service vehicles.

Staff Recommendations

That the Parking Restrictions Subcommittee:

- a. Approve that all parking and stopping restrictions on both sides of Balfour Terrace, commencing at its intersection with Antigua Street and extending in a westerly direction to its western termination, be revoked.
- b. Approve that the stopping of all vehicles be prohibited at any time on the south side of Balfour Terrace, commencing at its intersection with Antigua Street and extending in a westerly direction for a distance of 14 metres.
- c. Approve that the stopping of all vehicles be prohibited at any time on the north side of Balfour Terrace, commencing at its intersection with Antigua Street and extending in a westerly direction for a distance of 19 metres.

Committee Resolved PRSC/2016/00004

Committee Decisions under Delegation

The Parking Restrictions Subcommittee **resolved** to:

1. Approve the revocation of all the P120 parking restrictions in Balfour Terrace.

Member Gregory/Member Thomas

Carried

9. Clarkson Avenue- Removal of P30 Parking Restriction

Committee Consideration

- 1) The Subcommittee considered a report seeking its approval to remove P30 parking restrictions in Clarkson Avenue.

Staff Recommendations

That the Parking Restrictions Subcommittee:

- a. Approve that all parking and stopping restrictions on both sides of Clarkson Avenue, commencing at its intersection with Cashel Street and extending in a southerly direction to its intersection with Lichfield Street be revoked
- b. Approve that the stopping of all vehicles be prohibited at any time on the east side of Clarkson Avenue, commencing at its intersection with Cashel Street and extending in a southerly direction for a distance of 45 metres.
- c. That the stopping of all vehicles be prohibited at any time on the west side of Clarkson Avenue, commencing at its intersection with Cashel Street and extending in a southerly direction for a distance of 19 metres.
- d. That the stopping of all vehicles be prohibited at any time on the east side of Clarkson Avenue, commencing at its intersection with Lichfield Street and extending in a northerly direction for a distance of 13 metres.
- e. That the stopping of all vehicles be prohibited at any time on the west side of Clarkson Avenue, commencing at its intersection with Lichfield Street and extending in a northerly direction for a distance of 47 metres.

Committee Resolved PRSC/2016/00005

Committee Decisions under Delegation

The Parking Restrictions Subcommittee **resolved** to:

- a. Approve that all parking and stopping restrictions on both sides of Clarkson Avenue, commencing at its intersection with Cashel Street and extending in a southerly direction to its intersection with Lichfield Street be revoked
- b. Approve that the stopping of all vehicles be prohibited at any time on the east side of Clarkson Avenue, commencing at its intersection with Cashel Street and extending in a southerly direction for a distance of 45 metres.
- c. That the stopping of all vehicles be prohibited at any time on the west side of Clarkson Avenue, commencing at its intersection with Cashel Street and extending in a southerly direction for a distance of 19 metres.
- d. That the stopping of all vehicles be prohibited at any time on the east side of Clarkson Avenue, commencing at its intersection with Lichfield Street and extending in a northerly direction for a distance of 13 metres.
- e. That the stopping of all vehicles be prohibited at any time on the west side of Clarkson Avenue, commencing at its intersection with Lichfield Street and extending in a northerly direction for a distance of 47 metres.

Member Gregory/Member Thomas

Carried

10. Proposed P10 Parking Armagh Street at RSA

Subcommittee Consideration

The Committee considered a report seeking its approval to install P10 parking on the south side of Armagh Street between the Returned Servicemen's Association building and the kerb build out to the east of the property.

Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Revoke all existing parking and stopping restrictions on the southern side of Armagh Street commencing at a point 77 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 19 metres.
2. Approve that that the parking of vehicles be restricted to a maximum period of 10 minutes on the southern side of Armagh Street commencing at a point 77 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 19 metres.

Committee Resolved PRSC/2016/00006

Committee Decisions under Delegation

The Parking Restrictions Subcommittee **resolved** to:

1. Revoke all existing parking and stopping restrictions on the southern side of Armagh Street commencing at a point 77 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 19 metres.
2. Approve that that the parking of vehicles be restricted to a maximum period of 10 minutes on the southern side of Armagh Street commencing at a point 77 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 19 metres.

Member Gregory/Member Thomas

Carried

Meeting concluded at 11.05am.

CONFIRMED THIS 7TH DAY OF JUNE 2016

PHIL CLEARWATER
CHAIRPERSON

6. Hereford Street, Colombo Street to Oxford Terrace -Parking Management

Reference: 16/534474

Contact: Mike Thomson michael.thomson@ccc.govt.nz 941 8950

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve the recommended changes to parking management in Hereford Street, between Colombo Street and Oxford Terrace.

Origin of Report

- 1.2 This report is staff generated following concerns raised by a business owner in this street block (Apollo Yoga). Their concerns are that the current parking restrictions (both sides of Hereford Street and mid-block) do not meet their business needs in terms of their customer parking requirements.

2. Significance

- 2.1 The decision(s) in this report is low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by using the worksheet provided to staff for assessing significance.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

1. That the Parking Restrictions Subcommittee:
 - a. Approve that all parking and stopping restrictions on the south side of Hereford Street, commencing at a point 108 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 31 metres, be revoked.
 - b. Approve that all parking and stopping restrictions on the north side of Hereford Street, commencing at a point 124 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 32 metres, be revoked.
 - c. Approve that the parking of vehicles be restricted to a maximum period of 60 minute and be controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the south side of Hereford Street commencing at a point 108 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 31 metres. This parking restriction is to apply Monday to Thursday inclusive, between the hours of 9:00 am and 5:00 pm, and to apply Friday to Sunday inclusive, between the hours of 9:00 am and 8:30 pm.
 - d. Approve that a Taxi Stand be created on the south side of Hereford Street commencing at a point 108 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 31 metres. This Taxi Stand restriction is to apply Monday to Thursday inclusive, between the hours of 11:00pm and 9:00am the following

day, and to apply Friday to Sunday inclusive, between the hours of 11:00pm and 9:00am the following day.

- e. Approve that the parking of vehicles be restricted to a maximum period of 60 minute and be controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the north side of Hereford Street commencing at a point 124 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 32 metres. This parking restriction is to apply Monday to Thursday inclusive, between the hours of 9:00 am and 5:00 pm, and to apply Friday to Sunday inclusive, between the hours of 9:00 am and 8:30 pm.
- f. Approve that a Taxi Stand be created on the north side of Hereford Street commencing at a point 124 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 32 metres. This Taxi Stand restriction is to apply Monday to Thursday inclusive, between the hours of 11:00pm and 9:00am the following day, and to apply Friday to Sunday inclusive, between the hours of 11:00pm and 9:00am the following day.

4. Key Points

4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#):

4.1.1 Activity: Parking

- Level of Service: 10.3.8 Optimise operational performance

4.2 The following feasible options have been considered:

- Option 1- change the hours of operation of the Taxi Stand (preferred option).
- Option 2 –Do nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Meeting the “after hours” needs of the business requesting this change, without affecting other business parking needs.

4.3.2 The disadvantages of this option include:

- None.

5. Context/Background

Background

- 5.1 Prior to the 2010 and 2011 earthquakes, there was a significant need for afterhours Taxi Stands associated with what was commonly known as the Oxford Strip café /bar area. In November 2009, a report was submitted to the Hagley /Ferrymead Community Board, recommending Taxi stands on this section of Hereford Street, applying at night from 11 pm onwards. This met the needs at the time. The report and its recommendations was approved.
- 5.2 Following the earthquakes, a Parking Rationalisation Project was submitted to the Parking Subcommittee in April 2015. The objective of this Rationalisation report was to ensure that kerbside areas in the inner CBD did not have short periods of the day where one restriction ended, then a short time occurred with unrestricted parking, followed by another restriction. This was to avoid the problem of non-compliance of the parking management by over staying following the short unrestricted period. This was the case in Hereford Street where between

9:00am and 5:00pm pay and display parking applied, followed by unrestricted parking from 5:00pm to 11:00pm, when the taxi stands came into force. To rectify this, the April 2015 report recommended that the Taxi Stand should apply from 5pm onwards. This report was approved and implemented.

- 5.3 Council staff have been contacted by the owner of Apollo Yoga, based on Hereford Street. Their concerns were that customers cannot park close to the business due to the night time taxi stands, creating personal security issues at night for persons having to walk longer distances to their vehicle. The business owner affected states that they were not consulted on the April 2015 changes and the report of April 2015 does not mention consultation. No documentation can be found in Council records on consultation for this particular road section.
- 5.4 This section of roadway has multiple current parking conflicts, due to constantly changing developments and/ or the introduction of new businesses. This report deals to an immediate concern. Staff will review the entire block length, to optimise parking in the near future. This will involve significant and comprehensive consultation with all affected, which will take a few months. The intention is to respond as soon as possible to this current request.
- 5.5 While times have been approved, an inspection of the current signage shows that varying and incorrect times of operation are shown on the signs now.

6. Option 1 – Change the hours of Operation of the Taxi Stand (preferred)

Option Description

- 6.1 Change the times of operation of the night time Taxi Stand, back to commencing at 11pm at night, instead of the current 5pm night time start. This will allow customers of Apollo Yoga somewhere to park close to the business, avoiding the personal security issue at night for persons having to walk longer distances to their vehicle.

Significance

- 6.2 The level of significance of this option is low consistent with section 2 of this report. Engagement requirements for this level of significance are nil. The area is not currently utilised by taxis at this time of the evening. Taxi stands are located close by (Hereford Street River Bridge).

Impact on Mana Whenua

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

Community Views and Preferences

- 6.4 No persons or organisations are directly affected by this option due to consultation with the major Taxi companies. Their views are either in favour, or no response received.

Alignment with Council Plans and Policies

- 6.5 This option is consistent with Council's Plans and Policies.
 - 6.5.1 Amendment necessary.

Financial Implications

- 6.6 Cost of Implementation - \$400.
- 6.7 Maintenance / Ongoing Costs – Covered under the Area Maintenance Contract and the effect will be minimal to the overall asset.
- 6.8 Funding source – Traffic Operations budget- Signs Regulatory.

Legal Implications

- 6.9 Part 1, Clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2008 provides Council with the authority to install parking restrictions by resolution.
- 6.10 The Parking Restrictions Subcommittee have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations dated March 2016. The list of delegations for the Parking Restrictions Subcommittee includes the resolution of parking restrictions and traffic control devices within an area of the Central City.
- 6.11 The installation of any parking restriction signs and/ or markings must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.12 None.

Implementation

- 6.13 Implementation dependencies - Not applicable.
- 6.14 Implementation timeframe – as soon as possible, following approval by this committee.

Option Summary - Advantages and Disadvantages

- 6.15 The advantages of this option include:
- Improved parking opportunities. Evidence that Council is being responsive to the existing need.
- 6.16 The disadvantages of this option include:
- None.

7. Option 2 – Do Nothing

Option Description

- 7.1 Do nothing. Status quo remains.

Significance

- 7.2 The level of significance of this option is medium consistent with section 2 of this report. Engagement requirements for this level of significance are ongoing, as the business owner affected will continue to request this change from Council.

Impact on Mana Whenua

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

Community Views and Preferences

- 7.4 After hours business customers are specifically affected by this option due to ongoing fears for their personal security about having to walk longer distances to their vehicle, when immediately adjacent parking (Taxi stand) is under- utilised.

Alignment with Council Plans and Policies

- 7.5 This option is consistent with Council's Plans and Policies
- 7.5.1 Inconsistency – Not applicable.
- 7.5.2 Reason for inconsistency – Not applicable.
- 7.5.3 Amendment necessary - Not applicable.

Financial Implications

- 7.6 Cost of Implementation - Not applicable.
7.7 Maintenance / Ongoing Costs - Not applicable.
7.8 Funding source - Not applicable.

Legal Implications

- 7.9 Not applicable.

Risks and Mitigations

- 7.10 There is a risk that the community affected will feel that the Council is being unresponsive to their requests.

Implementation

- 7.11 Implementation dependencies - Not applicable.
7.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

- 7.13 The advantages of this option include:
- No cost in replacement of four signs
- 7.14 The disadvantages of this option include:
- Potential Community feeling that Council is unresponsive to a changed situation.
 - Maintaining a parking restriction which is now redundant-in relation to the adjacent land use.

Attachments

No.	Title	Page
A	Hereford Street Site Plan	20

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

Author	Mike Thomson	Transport Engineer
Approved By	Steffan Thomas David Adamson	Operations Manager General Manager City Services



- Landbase
- Street Number
- Road Name
- Road Intersection
- Road Boundary
- Rating Unit
- Rating Unit (Fill)
- Rating Unit (No Fill)
- Aerial Photo 2010
- Aerial Photo 2010

HEREFORD STREET
PARKING RESTRICTION
CHANGES

1 : 1,250 on A3
May 25, 2016 11:47:20 AM



ph: 941-8300 fax: 941-8385

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7. Armagh Street from Manchester Street to Colombo Street - Proposed Changes to Parking Restrictions

Reference: 16/547025

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1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve changes to parking restrictions on the south side of Armagh Street between Colombo Street and Manchester Street.

Origin of Report

- 1.2 This report is staff generated following correspondence from the Director of The Piano (Performing Arts Precinct) and business owners.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by assessment of the magnitude of the problem and the number of properties affected by the preferred option.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Revoke all stopping and parking restrictions on the southern side of Armagh Street commencing at its intersection with Manchester Street and extending in a westerly direction to its intersection with Colombo Street.
2. Approve that the stopping of vehicles be prohibited at all times on the southern side of Armagh Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of six metres.
3. Approve that the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the southern side of Armagh Street commencing at a point six metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 52 metres. This restriction is to apply 9:00am through 5:00pm Monday through Thursday and 9:00am through 8:30pm Friday through Sunday.
4. Approve that the stopping of vehicles be prohibited at all times on the southern side of Armagh Street commencing at a point 58 metres west of its intersection with Manchester Street and extending to its intersection with New Regent Street.
5. Approve that the stopping of vehicles be prohibited at all times on the southern side of Armagh Street commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 46 metres.
6. Approve that the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay and Display machines or any approved payment process) on the southern side of Armagh Street commencing at a point 46 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 43 metres. This restriction is to apply 9:00am through 5:00pm Monday through Thursday and 9:00am through 8:30pm Friday through Sunday.
7. Approve that the parking of vehicles be limited to a maximum period of 120 minutes and reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport - Road User Rule 2004 on the southern side of Armagh Street, commencing at a point 89 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of seven metres.
8. Approve that the parking of vehicles be limited to a maximum period of 10 minutes on the southern side of Armagh Street commencing at a point 96 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 39 metres.
9. Approve that the parking of vehicles be limited to a maximum period of 10 minutes, except that between 11:30am and 2:30pm the parking of vehicles shall be restricted to the use by authorised vehicles only, on the southern side of Armagh Street commencing at a point 150 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of six metres.
10. Approve that the stopping of vehicles be prohibited at all times on the southern side of Armagh Street commencing at a point 156 metres east of its intersection with Colombo Street and extending in an easterly direction to its intersection with New Regent Street.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2015\)](#)
 - 4.1.1 Activity: Road Operations:
 - Level of Service: 10.3.8 Optimise operational performance.
- 4.2 The following feasible options have been considered:
 - Option 1 - Provide a mixture of P10 and P\$60 parking and mobility space on Armagh Street between Colombo Street and Manchester Street
 - Option 2 - Do Nothing.
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Provides an effective parking scheme for the street that responds to changes in street use.
 - 4.3.2 The disadvantages of this option include:
 - None identified.

5. Context/Background

- 5.1 There are several changes to Armagh Street between Colombo Street and Manchester Street that have warranted a review of parking for this block.
- 5.2 The north side of Armagh Street has P\$60 parking the entire length. This is currently appropriate as there are no businesses operating on the north side of the street and the parking supports businesses in New Regent Street.
- 5.3 Until recently, the Intercity coach facility for the CBD operated from the Manchester Street end of Armagh Street. This has now been replaced with a new facility on Lichfield Street outside the Bus Interchange. It is proposed to reallocate the redundant coach parking area as P\$60 parking.
- 5.4 The Piano is currently under construction and fronts onto the south side of Armagh Street to the west of New Regent Street. Discussions with the Director of The Piano have identified the need for short term parking immediately outside the building. The short term parking is to facilitate parent pick-up and drop-off of students of the music school and pick-up and drop-off associated with concerts held at the venue.
- 5.5 It is not possible to provide a publicly accessible mobility parking space on The Piano site, and hence a mobility parking space is proposed near the building entrance.
- 5.6 A new vehicle crossing servicing The Piano removes two existing P10 parking spaces on Armagh Street.
- 5.7 Existing P\$60 parking on the south side of Armagh Street at the Colombo Street end of the block is proposed to remain.
- 5.8 The parking space authorised for the Wizard of New Zealand (immediately west of New Regent Street) is unaffected by this proposal.

6. Option 1 - Install No Stopping Restriction (preferred)

Option Description

The recommended option is to install a mixture of P10 and P\$60 parking on the southern side of Armagh Street, with the addition of a mobility parking space, as shown on Attachment A. **Significance**

6.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

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

Community Views and Preferences

6.4 Businesses down New Regent Street and on Armagh Street were consulted via site meetings and letter drop of proposed P\$60 parking in place of the redundant coach parking. One written response and three email responses were received, all in favour of the proposal.

6.5 Changes to the west of New Regent Street are contained within The Piano frontage and were requested and supported by the Director. It is noted that the additional P10 parking supports the P10 parking removed by The Piano vehicle crossing.

Alignment with Council Plans and Policies

6.6 This option is consistent with Council's Plans and Policies.

Financial Implications

6.7 Cost of Implementation - Approximately \$2,000 to revise markings, signage, construct a pedestrian cut down for the mobility space and relocate one parking meter.

6.8 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset. Overall this proposal introduces two additional pay and display parking spaces.

6.9 Funding source - Traffic Operations Budget.

Legal Implications

6.10 The Local Government Act 1974 and 2002, and the Christchurch City Council Traffic and Parking Bylaw 2008 provides the Council with the authority to install stopping and parking restrictions by resolution.

6.11 The Council has delegated the authority to install parking restrictions in this part of the Central City to the Parking Restrictions Subcommittee.

6.12 The installation of any traffic control devices such as signs and road-markings associated with the installation of parking meter spaces must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

6.13 None identified.

Implementation

6.14 Implementation dependencies - Parking Restrictions Subcommittee approval.

6.15 Implementation timeframe - Approximately four weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

6.16 The advantages of this option include:

- Provides an effective parking scheme for the street that responds to changes in street use.

6.17 The disadvantages of this option include:

- None identified.

7. Option 2 - Do Nothing

Option Description

7.1 Retain existing parking configuration.

Significance

7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

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

Community Views and Preferences

7.4 This option is contrary to community requests for improvement to the intersection.

Alignment with Council Plans and Policies

7.5 This option is consistent with Council's Plans and Policies.

Financial Implications

7.6 Cost of Implementation - \$0.

7.7 Maintenance / Ongoing Costs - \$0.

7.8 Funding source - Not applicable.

Legal Implications

7.9 Not applicable.

Risks and Mitigations

7.10 Not applicable.

Implementation

7.11 Implementation dependencies - Not applicable.

7.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

7.13 The advantages of this option include:

- None identified.

7.14 The disadvantages of this option include:

- Does not respond to changes in street use.

Attachments

No.	Title	Page
A	Parking Restrictions Subcommittee Report Armagh Street from Manchester Street to Colombo Street - Proposed Changes to Parking Restrictions 7 June 2016	27

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	Ryan Rolston Steve Parry	Senior Traffic Engineer Manager Traffic Operations
Approved By	Steffan Thomas David Adamson	Operations Manager General Manager City Services

ATTACHMENT 1

Armagh Street - Colombo Street to Manchester Street, Proposed Parking Restrictions

