

Parking Restrictions Subcommittee AGENDA

Notice of Meeting:

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

Date: Friday 7 April 2017
Time: 11am
Venue: Committee Room 2, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Membership

Members

Councillor Pauline Cotter
David Adamson - General Manager City Services
Chris Gregory - Head of Transport
Richard Osborne - Head of Planning and Strategic Transport

7 April 2017

Mark Saunders
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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. Election of Chairperson

The Parking Restrictions Subcommittee is required to elect a Chairperson for the term of the Committee. The Committee Advisor will call for nominations at the meeting.

2. Apologies

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

3. Declarations of Interest

Members are reminded of the need to be vigilant and 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.

4. Confirmation of Previous Minutes

That the minutes of the Parking Restrictions Subcommittee meeting held on [Friday, 18 November 2016](#) be confirmed (refer page 5).

5. Deputations by Appointment

There were no deputations by appointment at the time the agenda was prepared.

6. Presentation of Petitions

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

Parking Restrictions Subcommittee OPEN MINUTES

Date: Friday 18 November 2016
Time: 10:09am
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 Planning and Strategic Transport - Richard Osborne

16 November 2016

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

The agenda was dealt with in the following order.

1. Apologies

Part C
Committee Resolved PRSC/2016/00025

That the apology from Chris Gregory be accepted.

Chairperson Clearwater/Member Osborne

Carried

2. Declarations of Interest

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C
There were no previous minutes needing to be confirmed since the previous minutes were confirmed by the Chairperson and Principal Advisor before the intervening election pursuant to Standing Order 3.18.2.

4. Deputations by Appointment

Part B
There were no deputations by appointment.

5. Presentation of Petitions

Part B
There was no presentation of petitions.

6. Proposed Madras Street Bus Parking for Margaret Mahy Playground

Subcommittee Comment

1. The Staff Recommendations were accepted without change.

Committee Resolved PRSC/2016/00026

Part C

That the Parking Restrictions Subcommittee:

1. Approve that all parking and stopping restrictions on the west side of Madras Street commencing at a point 71 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 61 metres be revoked.
2. Approve that the parking of vehicles be restricted to Buses, Coaches and Shuttles Only, for a maximum period of 10 minutes, on the west side of Madras Street commencing at a point 71 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 33 metres. These restrictions are to apply Monday to Friday.
3. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 104 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 28 metres.

Member Osborne/Chairperson Clearwater

Carried

7. Cashel Street at New PWC Building - Parking Changes

Subcommittee Comment

1. The Staff Recommendations were accepted without change.
2. The Subcommittee requested that staff review parking on Cambridge Terrace once the PWC Building and Earthquake Memorial are complete.

Committee Resolved PRSC/2016/00027

Part C

That the Parking Restrictions Subcommittee:

1. Approve that all parking and stopping restrictions on the south side of Cashel Street from its intersection with Montreal Street and extending in an easterly direction to its intersection with Cambridge Terrace be revoked.
2. Approve that the stopping of vehicles be prohibited at any time on the south side of Cashel Street commencing at its intersection with Montreal Street and extending in an easterly direction for a distance of 42 metres.
3. Approve that a motorcycle stand be created on the south side of Cashel Street, commencing at a point 42 metres east of its intersection with Cashel Street and extending in an easterly direction for a distance of four metres.
4. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and be controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the south side of Cashel Street, commencing at point 46 metres east of its intersection with Montreal Street, and extending in an easterly direction for a distance of 23 metres. This restriction is to apply Monday to Sunday 9:00am to 6:00pm.
5. Approve that the stopping of vehicles be prohibited at any time on the south side of Cashel street commencing at a point 69 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of eight metres.
6. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and be controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the south side of Cashel Street, commencing at point 77 metres

east of its intersection with Montreal Street, and extending in an easterly direction for a distance of 28 metres. This restriction is to apply Monday to Sunday 9:00am to 6:00pm.

7. Approve that the stopping of vehicles be prohibited at any time on the south side of Cashel Street commencing at a point 105 metres east of its intersection with Montreal Street and extending in an easterly direction to its intersection with Cambridge Terrace.

Chairperson Clearwater/Member Osborne

Carried

8. Duke / Lichfield Intersection - Proposed No Stopping Restrictions

Subcommittee Comment

1. The Staff Recommendations were accepted without change.

Committee Resolved PRSC/2016/00028

Part C

That the Parking Restrictions Subcommittee:

- a. Approve that all parking and stopping restrictions on the east side of Duke Street, commencing at its intersection with Lichfield Street and extending in a southerly direction for a distance of 15 metres be revoked.
- b. Approve that all parking and stopping restrictions on the west side of Duke Street, commencing at its intersection with Lichfield Street and extending in a southerly direction for a distance of 23 metres be revoked.
- c. Approve that all parking and stopping restrictions on the south side of Lichfield Street, commencing at its intersection with Duke Street and extending in a westerly direction for a distance of 15 metres be revoked.
- d. Approve that all parking and stopping restrictions on the south side of Lichfield Street, commencing at its intersection with Duke Street and extending in an easterly direction for a distance of 10 metres be revoked.
- e. Approve that the stopping of vehicles be prohibited at any time on the east side of Duke Street, commencing at its intersection with Lichfield Street and extending in a southerly direction for a distance of 15 metres.
- f. Approve that the stopping of vehicles be prohibited at any time on the west side of Duke Street, commencing at its intersection with Lichfield Street and extending in a southerly direction for a distance of 23 metres.
- g. Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at its intersection with Duke Street and extending in a westerly direction for a distance of 15 metres.
- h. Approve that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at its intersection with Duke Street and extending in an easterly direction for a distance of 10 metres.

Member Osborne/Member Adamson

Carried

Meeting concluded at 10:47am.

CONFIRMED THIS 7th DAY OF APRIL 2017

PHIL CLEARWATER
CHAIRPERSON

Item 3 - Minutes of Previous Meeting 18/11/2016

7. Moorhouse Avenue proposed P15 parking restriction

Reference: 17/172629

Contact: Barry Hayes

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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 the installation of P15 parking restrictions along part of the north side of Moorhouse Avenue between Waller Terrace and Stewart Street in accordance with Attachment A.
- 1.2 This site is located within the road network as shown in Attachment B.

Origin of Report

- 1.3 This report is staff generated in response to a request from a local business situated at 85a Moorhouse Avenue.

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 the existing 60 minute parking restriction on the north side of Moorhouse Avenue, commencing at a point 7 metres west of its intersection with Stewart Street and extending in a western direction for 34 metres.
2. Approve that the parking of vehicles be restricted to 60 minutes on the north side of Moorhouse Avenue commencing at a point 7 metres west of its intersection with Stewart Street and extending in a western direction for 16 metres.
3. Approve that the parking of vehicles be restricted to 15 minutes between Monday to Friday and between 6am and 3.30pm on the north side of Moorhouse Avenue commencing at a point 23 metres west of its intersection with Stewart Street and extending in a western direction for 18 metres.

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 – Option 1 – Install P15 Parking Restrictions (preferred option)
- Option 2 – Do nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Provides a higher turnover of parking occupancy to improve customer access to the L4 Lunch takeaway shop.
- Provides improved access for loading and deliveries.

4.3.2 The disadvantages of this option include:

- None identified

5. Context/Background

- 5.1 The business owner at the L4 lunch takeaway shop has expressed concern about parked vehicles occupying the P60 parking spaces outside their business at 85a Moorhouse Avenue. Whilst this activity is legitimate and includes their own customers, vehicles (predominantly customers at Paul Kelly motors) often park randomly within the 34 metres length for up to an hour. Consequently, parking turnover is considered to be longer than necessary.
- 5.2 Deliveries to L4 Lunch and customers in medium or large goods vehicles have substantial difficulty manoeuvring into a parking space near the shop. There is also no dedicated off-street space available for deliveries to take place.
- 5.3 Upon investigation, staff concur that sporadic parking in the P60 parking area presents difficulties for customers and deliveries. The installation of the P15 restrictions will increase parking turnover to assist business activity at L4 lunch and retain parking opportunities for the adjacent business activities.
- 5.4 Since the proposal is for Monday to Friday only, the adjacent business would be unaffected during weekends.

6. Option 1 – Install P15 and reduce P60 restrictions

Option Description

- 6.1 Install P15 restriction on the north side of Moorhouse Avenue in accordance with Attachment A.
- 6.2 These restrictions would be in effect between Monday to Friday, 6am to 3.30pm, which corresponds with the business hours of the L4 Lunch activity.
- 6.3 This option provides approximately 3 car lengths of P15 parking space on the street and the existing P60 would change from 5 spaces to 2
- 6.4 This would increase parking turnover and result in more efficient utilization of the combined P15/P60 bay.

Significance

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

Impact on Mana Whenua

- 6.6 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

- 6.7 Council officers have discussed with the affected business at 85 (Majestic church) and 95 (Paul Kelly Motors) Moorhouse Avenue.
- 6.8 A written response was received from the Majestic church, who have confirmed their support. They referred to a weekly dance class that is held at that venue at 4pm. Consequently their support is based on the restriction being limited to before 4pm.
- 6.9 Paul Kelly Motors have not provided a written response though they have verbally indicated that they would have no objections to the proposal

Alignment with Council Plans and Policies

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

Financial Implications

- 6.11 Cost of Implementation – \$200 to install signs.
- 6.12 Maintenance / Ongoing Costs – covered under the area maintenance contract and the effect will be minimal to the overall asset.
- 6.13 Funding source – Traffic Operations budget.

Legal Implications

- 6.14 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.
- 6.15 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Parking Restrictions Subcommittee includes the resolution of stopping restrictions and traffic control devices.
- 6.16 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.17 Not applicable.

Implementation

- 6.18 Implementation dependencies - Parking Restrictions Subcommittee approval.
- 6.19 Implementation timeframe – approximately four weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.20 The advantages of this option include:

- Provides a higher turnover of parking occupancy to improve customer access to the L4 Lunch takeaway shop.
- Provides improved access for loading and deliveries.

- 6.21 The disadvantages of this option include:

- None identified.

7. Option 2 - Do Nothing

Option Description

- 7.1 Retain the existing P60 Parking Restriction.

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 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 This option is inconsistent with the local business request for P15 parking to support business activity and increase parking turnover.

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 support the customer and delivery demands of the closest business.

Attachments

No.	Title	Page
A ↓	85a Moorhouse Ave P15 consultation plan	16
B ↓	85a Moorhouse Ave P15 Location plan	17

Confirmation of Statutory Compliance

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

(a) This report contains:

- sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- 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	Barry Hayes - Traffic Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Aaron Haymes - Manager Operations (Transport)





