

Parking Restrictions Subcommittee AGENDA

Notice of Meeting:

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

Date: Monday 1 May 2017
Time: 4pm
Venue: Committee Room 2, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Membership

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

1 May 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.
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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 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.

3. Confirmation of Previous Minutes

That the minutes of the Parking Restrictions Subcommittee meeting held on [Friday, 7 April 2017](#) be confirmed (refer page 5).

4. Deputations by Appointment

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

5. Presentation of Petitions

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

Parking Restrictions Subcommittee OPEN MINUTES

Date: Friday 7 April 2017
Time: 11.05am
Venue: Committee Room 2, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson	Councillor Pauline Cotter
Members	David Adamson - General Manager City Services Chris Gregory - Head of Transport

7 April 2017

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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. Election of Chairperson

Part C

It was resolved on the motion of Member Adamson, seconded by Member Gregory, that Councillor Cotter be appointed Chairperson of the Parking Restrictions Subcommittee .

2. Apologies

Part C

Committee Resolved PRSC/2017/00029

That the apology from Member Osborne be accepted.

Councillor Cotter/Member Adamson

Carried

3. Declarations of Interest

Part B

There were no declarations of interest recorded.

4. Confirmation of Previous Minutes

Part C

Committee Resolved PRSC/2017/00030

Committee Decision

That the minutes of the Parking Restrictions Subcommittee meeting held on Friday, 18 November 2016 be confirmed.

Member Adamson/Councillor Cotter

Carried

5. Deputations by Appointment

Part B

There were no deputations by appointment.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

7. Moorhouse Avenue proposed P15 parking restriction

Committee Comment

1. The Staff Recommendations were accepted without change.

Committee Resolved PRSC/2017/00031

Committee

Part C

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.

Member Adamson/Member Gregory

Carried

Meeting concluded at 11:23am.

CONFIRMED THIS 1st DAY OF MAY 2017

PAULINE COTTER
CHAIRPERSON

6. Proposed Hagley Avenue near Selwyn Street bus stop relocation

Reference: 17/312796

Contact: Peter Rodgers Peter.rodgers@ccc.govt.nz 9416303

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve alterations to road markings and parking restrictions for an existing bus stop on the northwest side of Hagley Avenue near Selwyn Street, adjacent to Hagley Park, as per **Attachment A**.

Origin of Report

- 1.2 This report is staff generated.

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 assessing the impact of the project against the 10 criteria set out in the Significance and Engagement assessment.
- 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approve that all parking and stopping restrictions on the north west side of Hagley Avenue commencing at a point 402 metres south west of its intersection with Riccarton Avenue, measured along the kerb line, and extending in a south westerly direction for a distance of 35 metres be revoked.
2. Approve that the stopping of vehicles is prohibited at all times on the north west side of Hagley Avenue commencing at a point 415 metres south west of its intersection with Riccarton Avenue, measured along the kerb line, and extending in a south westerly direction for a distance of four metres.
3. Approve that a marked bus stop be installed on the north west side of Hagley Avenue commencing at a point 419 metres south west of its intersection with Riccarton Avenue, measured along the kerb line, and extending in a south westerly direction for a distance of 15 metres.
4. Approve that the stopping of vehicles is prohibited at all times on the north west side of Hagley Avenue commencing at a point 434 metres south west of its intersection with Riccarton Avenue, measured along the kerb line, and extending in a southerly direction for a distance of three metres.

4. Key Points

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

- Level of Service: 10.4.10 Improve the accessibility of bus stops via a targeted review and improvement programme
- 4.2 The following feasible options have been considered:
- Option 1 – Approve alterations to the existing Hagley Avenue bus stop (preferred option)
 - Option 2 – Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
- 4.3.1 The advantages of this option include:
- Bus stop road markings adhere to the recommended bus stop road markings as indicated in the Christchurch City Bus Stop Guidelines (2009).
 - Adherence to the recommended bus stop length improves passenger accessibility, as buses have sufficient space to straighten and stop parallel to the kerb.
 - Provision of the recommended bus stop length has the potential to improve the operational performance of the bus line(s) that use the bus stop.
- 4.3.2 There are no known disadvantages to this option.

5. Context/Background

Background: Relevant policy and guidelines

- 5.1 The Christchurch City Council Bus Stop Guidelines (2009) recommends that a kerbside bus stop be marked with a 14 metre bus stop box, plus 8 metres of 'no stopping' (broken yellow lines) on the entry to the bus stop and 4 metres of 'no stopping' on the exit of the bus stop. This is a total of 26 metres. In some cases, bus stops can be marked with a longer bus stop box, and shorter 'no stopping' provided the total of 26 metres is met. The existing Hagley Avenue bus stop in this report does not have the recommended minimum of 26 metres.
- 5.2 This allocation of additional kerbside road space for bus stops is reflected in the priorities in the Parking Strategy (2003), which states that kerbside road space should be allocated first for safety, traffic flow, pedestrian or cycle facilities and landscaping.
- 5.3 Any leftover kerbside road space shall be allocated for parking, according to priority tables in sections 6-11 of the Parking Strategy. In all cases except industrial areas, bus stops are the top priority (in industrial areas, loading zones take priority over bus stops when required).

Background: Hagley Avenue

- 5.4 The bus stop is opposite 510 Hagley Avenue, near Selwyn Street, and is marked with a bus stop box with a length of 22 metres. This bus stop is serviced by the Orange Line and the 60 Southshore / Wigram route, and is the closest bus stop to Hagley College. This bus stop is not a timing point so buses only need to stop long enough to pick up and drop off passengers.
- 5.5 There are two unrestricted parking spaces to the southwest of the bus stop, and more unrestricted parking spaces to the northeast. Because of the proximity to Hagley College and the Hospital, these parks are usually occupied all day.
- 5.6 There is an ambulance entrance to Hagley Park and the Helicopter pad just southwest of the two unrestricted parking spaces, which has no stopping restrictions (broken yellow lines) marked over it to ensure that it is kept clear.
- 5.7 This bus stop was identified as needing road markings extended in the Greater Christchurch Bus Stop Audit (2015). GoBus drivers and Environment Canterbury have also requested that Council investigate this bus stop to make it easier for buses to access the stop.

- 5.8 It is proposed to swap the location of the bus stop and the unrestricted parking spaces as per **Attachment A**. This will allow buses to make use of the no stopping restrictions over the ambulance entrance as clear manoeuvring space, allowing them to turn from Selwyn Street directly into the bus stop without manoeuvring around parked vehicles. This proposal has no impact on the number of parking spaces available.

6. Option 1 - Approve alterations to the existing Hagley Avenue bus stop (preferred)

Option Description

- 6.1 As shown in **Attachment A** approve alterations to road markings and parking restrictions for an existing bus stop on the northwest side of Hagley Avenue near Selwyn Street, adjacent to Hagley Park.
- 6.2 The type of bus stop provided for is a 'kerb-side' bus stop, located directly adjacent to the footpath. Provision of the necessary entry taper, bus box and exit taper, that adheres to the recommended provisions as set out in the Christchurch Bus Stop Guidelines (2009) is achievable at this location.
- 6.3 There is a full height kerb present along the full length of the bus stop. This will ensure a minimal step from the bus onto the footpath and allow room for wheelchair ramps to be deployed safely and effectively.

Significance

- 6.4 The level of significance of this option is low and is consistent with section 2 of this report
- 6.5 Engagement requirements for this level of significance are consultation with adjacent property owners and occupiers, and engagement with Environment Canterbury as the bus service operator.

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 There was no letter drop or postal consultation as the adjacent property owner is Christchurch City Council, and the park has no permanent occupier. The Botanical Gardens and Hagley Park operations team were consulted and see no issue with moving the bus stop.
- 6.8 Environment Canterbury supports this proposal.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.10 Cost of Implementation - \$1700 for relocation of the bus stop sign, removal of road markings and for new road markings.
- 6.11 Maintenance / Ongoing Costs – Maintenance of road markings is covered by the existing maintenance budget and the impact will be minimal to the overall asset.
- 6.12 Funding source – Public Transport Minor Works

Legal Implications

- 6.13 The Christchurch City Council, Traffic and Parking Bylaw 2008, provides the Council with the authority to install stopping and parking restrictions by resolution. The Council has delegated this authority for this part of the city to the Parking Restrictions Subcommittee.
- 6.14 The installation of any traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004. These markings will comply.
- 6.15 Follows best practice by adhering to the minimum recommendations of the Christchurch Bus Stop Guidelines (2009).

Risks and Mitigations

6.16 Risk - Illegal parking: caused by road users parking in the marked bus stop box and/or on the 'No Stopping' lines. This will result in the bus stop being difficult or impossible to access for buses, buses stopping in the traffic lane or bypassing the bus stop altogether and inconveniencing passengers.

6.16.1 Treatment: Parking Enforcement and road users obeying the road rules.

6.16.2 Residual risk rating: the rating of the risk is **Low**

Implementation

6.17 Implementation dependencies - Committee Approval.

6.18 Implementation timeframe - Work is expected to be completed within three months of the proposed parking restriction resolutions being approved.

Option Summary - Advantages and Disadvantages

6.19 The advantages of this option include:

- Bus stop road markings adhere to the recommended bus stop road markings as indicated in the Christchurch City Bus Stop Guidelines (2009).
- Adherence to the recommended bus stop length improves passenger accessibility, as buses have sufficient space to straighten and stop parallel to the kerb.
- Provision of the recommended bus stop length has the potential to improve the operational performance of the bus line(s) that use the bus stop.
- Does not remove any on street parking.

6.20 There are no known disadvantages to this option.

7. Option 2 – Do nothing

Option Description

7.1 Do nothing, existing bus stop road marking are not amended to adhere to the Christchurch City Bus Stop Guidelines.

Significance

7.2 See section 6.4 – 6.5

Impact on Mana Whenua

7.3 See section 6.6

Community Views and Preferences

7.4 See section 6.7 – 6.19

Alignment with Council Plans and Policies

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

7.5.1 This option is inconsistent with the Council Parking Strategy (2003), as it does **not** prioritise allocating kerbside road space for traffic flow and parking for public transport over parking for all other purposes.

Financial Implications

7.6 Cost of Implementation - \$0

7.7 Maintenance / Ongoing Costs - \$0

7.8 Funding source – Not applicable

Legal Implications

- 7.9 The insufficient length of a marked bus stop and 'no stopping' restrictions does not adhere to the bus stop road marking recommendations as outlined in the Christchurch City Bus Stop Guidelines (2009).

Risks and Mitigations

- 7.10 Risk: Vehicles legally park near the bus stop affect how the bus can pull into a bus stop in a safe and efficient manner, and how close to the kerb the stop can stop to pick-up or set-down passengers. The likelihood of this occurring is 'likely to almost certain', due to the high demand for on street parking in the vicinity of the bus stop. The impact of this is on passenger accessibility (particularly mobility impaired passengers) and bus line journey time efficiency.

7.10.1 Treatment: No treatment possible as such parking is legal and permitted.

7.10.2 Residual risk rating: the rating of the risk is at least **Medium to High** due to the likelihood of the risk occurring.

Implementation

7.11 Implementation dependencies - not applicable

7.12 Implementation timeframe – not applicable

Option Summary - Advantages and Disadvantages

7.13 There are no known advantages to this option.

7.14 The disadvantages of this option include:

- The lack of bus stop road markings continues to not adhere to the recommended bus stop road markings as indicated in the Christchurch City Bus Stop Guidelines (2009).
- Lack of adherence to the recommended bus stop length does not provide good passenger accessibility, nor provide improvements to the operational performance of the bus line(s) that use the bus stop.
- It does not address deficiencies identified in the Greater Christchurch Bus Stop Audit (2015), nor concerns raised by bus drivers and Environment Canterbury.

Attachments

No.	Title	Page
A ↓	Hagley Avenue bus stop alteration plan for Committee approval	16

Confirmation of Statutory Compliance

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

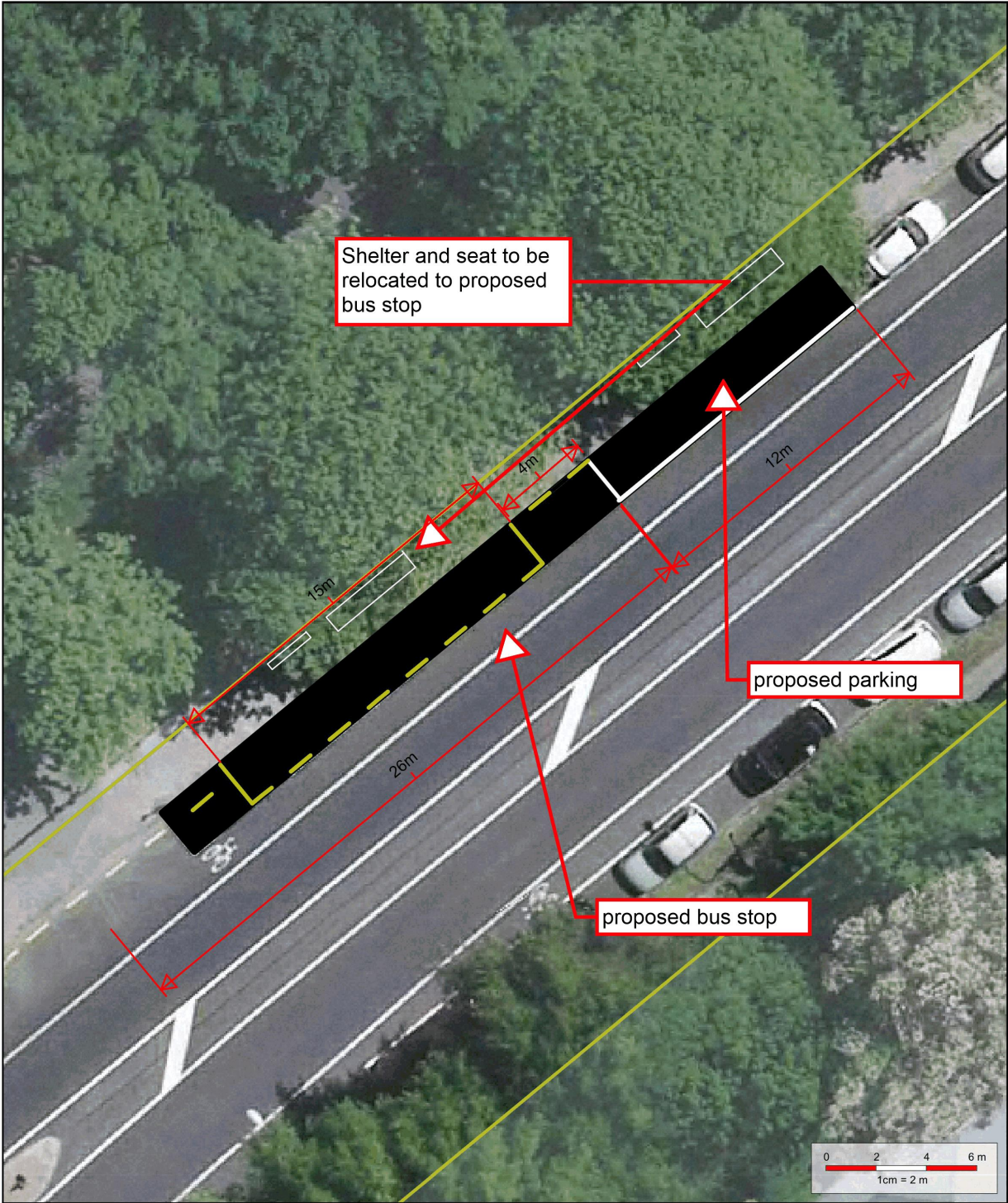
(a) This report contains:

- (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	Peter Rodgers - Consultant
Approved By	Ryan Rolston - Team Leader Traffic Operations Aaron Haymes - Manager Operations (Transport)



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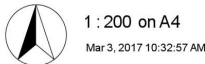
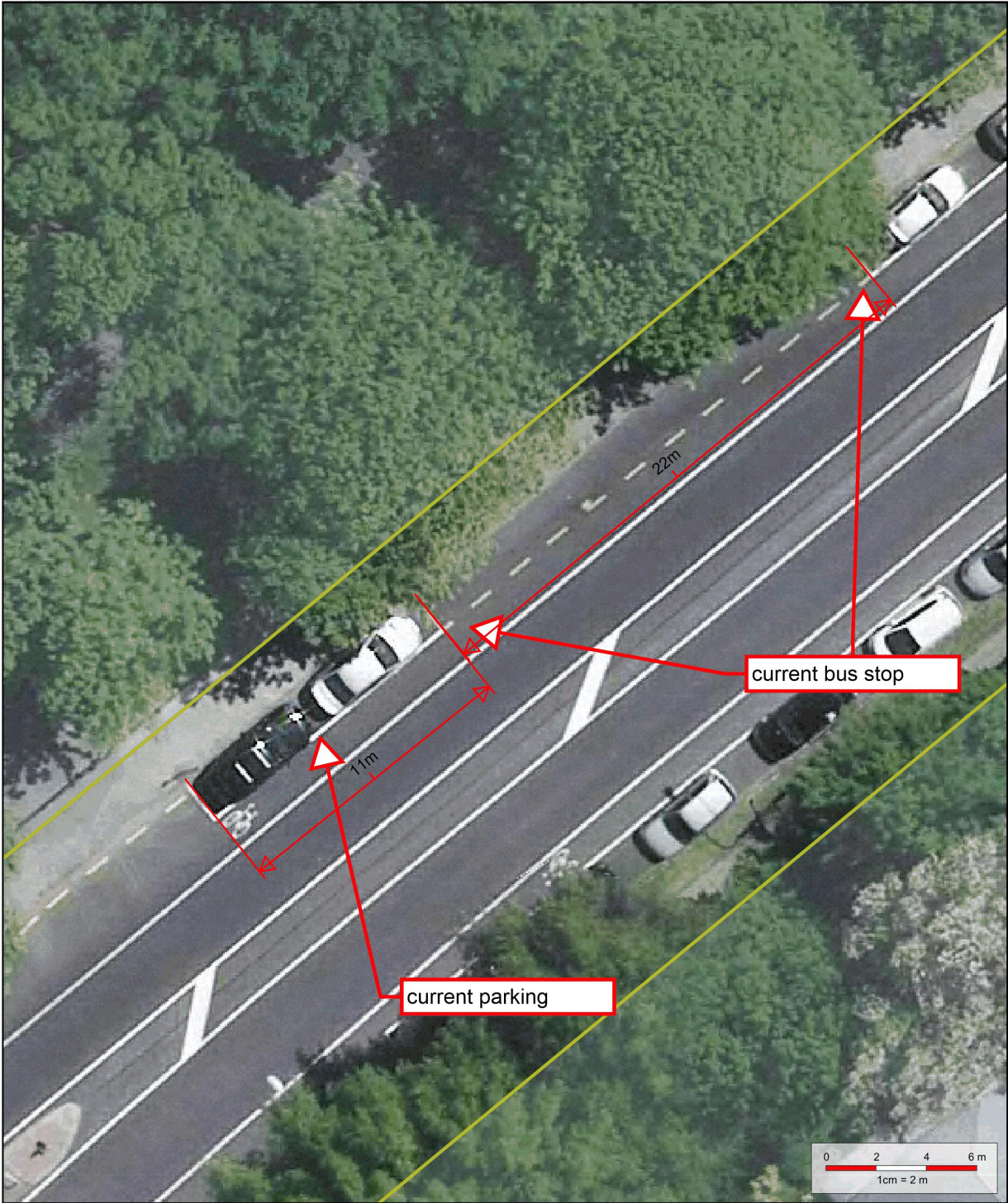
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**Hagley Ave near Selwyn Street
Proposed Bus stop relocation**

Plan for Approval- Page 1 of 2 - proposed bus stop and parking layout



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**Hagley Ave near Selwyn Street
Proposed Bus stop relocation**

Plan for Approval - Page 2 of 2 - current bus stop and parking layout