

Parking Restrictions Subcommittee AGENDA

Notice of Meeting:

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

Date: Wednesday 4 April 2018
Time: 2pm
Venue: Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Membership

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

27 March 2018

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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STAFF REPORTS

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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, 2 March 2018](#) be confirmed (refer page 4).

4. Public Forum

A period of up to 30 minutes may be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

5. Deputations by Appointment

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

6. Petitions

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

Parking Restrictions Subcommittee OPEN MINUTES

Date: Friday 2 March 2018
Time: 1:35pm
Venue: Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

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

2 March 2018

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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

There were no apologies.

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Committee Resolved PRSC/2018/00003

Committee Decision

That the minutes of the Parking Restrictions Subcommittee meeting held on Wednesday, 31 January 2018 be confirmed.

Member Osborne/Member Griffiths

Carried

4. Public Forum

Part B

There were no public forum presentations.

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. Colombo Street - Proposed Loading Zone outside Ballantynes Department Store.

Committee Comment

1. The Subcommittee accepted the Staff Recommendations without change.
2. The Subcommittee requested that staff check there have been communications to assist the public, taxi drivers and all PSV operators to ensure they understand the Small Passenger Service Vehicle (PSV) signs and what they mean.
3. The Subcommittee requested that reporting come to it regarding how the City Mall is being used insofar as there is perceived to be some noncompliance with parking restrictions.

Committee Resolved PRSC/2018/00004

Part C

That the Parking Restrictions Subcommittee:

1. Approve that all parking and stopping restrictions on the west side of Colombo Street, between the intersection of Lichfield Street and Cashel Street (City Mall) be revoked.
2. Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Lichfield Street and extending in a northerly direction for a distance of 28 metres
3. Approve that a Small Passenger Service Vehicle Stand be created on the west side of Colombo Street, commencing at a point 28 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 20 metres.
4. Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 48 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 15.5 metres.
5. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle in accordance with section 6.4. (1A) of the Land Transport Act (Road User Rule) 2004. This restriction is to apply at any time and be located on the west side of Colombo Street, commencing at a point 63.5 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 7.5 metres.
6. Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 71 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of four metres.
7. Approve that the parking of vehicles be restricted to a maximum period of five minutes on the west side of Colombo Street, commencing at a point 75 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 13.5 metres.
8. Approve that a Loading Zone for Good Service vehicles only, and restricted to a maximum period of 10 minutes, be created on the west side of Colombo Street, commencing at a point 88.5 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 13 metres.
9. Approve that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 101.5 metres north of its intersection with

Lichfield Street and extending in a northerly direction to its intersection with Cashel Street (City Mall).

Member Adamson/Member Griffiths

Carried

Meeting concluded at 2:03pm.

CONFIRMED THIS 4th DAY OF APRIL 2018

7. Proposed Montreal Street Mobility Park Relocation (outside Art Gallery)

Reference: 18/199973

Presenter(s): Mike Thomson, Area Traffic Engineer (Central)

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 relocation of a Mobility Parking Space on Montreal Street in accordance with **Attachment A**.

Origin of Report

- 1.2 This report is staff generated, in order to ensure that the mobility parking space is wheelchair accessible.

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. Approve the stopping of vehicles be prohibited at all times on the eastern side of Montreal Street commencing at its intersection with Worcester Street and extending in a northerly direction for a distance of 20 metres.
2. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes Monday to Thursday 9 am to 5 pm and Friday 9 am to 8.30 pm and Saturday and Sunday 9 am to 6 pm and further controlled by parking machines or any other means of approved payment, on the eastern side of Montreal Street, commencing at a point 20 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of 38 metres.
3. Approve that the stopping of vehicles be reserved at any time 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, restricted to a maximum time period of 120 minutes, on the eastern side of Montreal Street commencing at a point 58 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of 10 metres.
4. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes Monday to Thursday 9 am to 5 pm and Friday 9 am to 8.30 pm and Saturday and Sunday 9 am to 6 pm and further controlled by parking machines or any other means of approved payment, on the eastern side of Montreal Street, commencing at a point 68 metres north of its intersection with Worcester Street and extending in a northerly direction for a distance of 13 metres.

5. Approve the stopping of vehicles be prohibited at all times on the eastern side of Montreal Street commencing at a point 81 metres north of its intersection with Worcester Street and extending in a northerly direction to its intersection with Gloucester Street.

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 – Relocate mobility parking space and change to P120 (preferred option)
 - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Makes the mobility parking space on Montreal Street accessible to wheelchair users, and easier to use for non-wheelchair users.
 - Alters the existing 30 minute restriction to a more appropriate 120 minute restriction.
 - 4.3.2 There are no known disadvantages to this option.

5. Context/Background

- 5.1 Staff have identified that the existing mobility parking space on Montreal Street, outside the Christchurch Art Gallery, does not meet accessible standards as it does not include a wheelchair kerb cut down to facilitate wheelchair access.
- 5.2 This mobility park was moved to its current location in 2012 as part of a parking rationalisation project, which removed two P5 parking spaces.
- 5.3 Staff investigated this mobility parking space as it was seen to have no wheelchair cutdown. Upon investigation, staff found that the preferred location for a cut down is not feasible at the current mobility park location due to a stormwater drain, a traffic control box for the nearby signals, and a tree.
- 5.4 It is proposed to relocate the mobility park by two parking spaces to the south, in order to make use of an existing kerb cut down, where the footpath has recently been repaired. This is where the mobility parking space was located prior to 2012. See **Attachment B** for the parking layout in 2010, prior to the relocation in 2012.
- 5.5 It is also proposed to change the time limit on the mobility parking space from 30 minutes to 120 minutes. It is best practice to put time limits on mobility parking spaces double that of the adjacent parking time limits, up to a maximum of 120 minutes. In this case, the adjacent parking is P\$120 (2 hour maximum), controlled by parking machines, so it is proposed to make the mobility parking space also P120.
- 5.6 Most parking restrictions apply during the hours of 8am to 6pm, excluding public holidays, unless specified otherwise. As mobility impairments do not end at 6pm, the mobility parking space restriction will apply at any time. This ensures that the parking space is available for those with mobility impairments at all times.
- 5.7 The mobility park at its new location will be approximately 10 metres long. The nominal length for a mobility parking space is 7 metres, however in this situation there is sufficient room to provide a slightly longer parking space without losing any adjacent parking spaces. The

additional length is not enough for a second parking space, but will facilitate access by providing additional room for parallel parking and/or reversing into the mobility parking space.

- 5.8 There is no net loss or gain of parking spaces.

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

Option Description

- 6.1 Relocate the mobility parking space and alter the time limit from 30 minutes to 120 minutes in accordance with **Attachment A**.

Significance

- 6.2 The level of significance of this option is low 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 Staff discussed the proposal with Art Gallery staff, and Art gallery tenants were informed of the proposal via email. Art Gallery staff are supportive of the proposal and no response was received from Art Gallery tenants.

Alignment with Council Plans and Policies

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

Financial Implications

- 6.6 Cost of Implementation - \$1500 for new signs and road markings.
- 6.7 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.
- 6.8 Funding source - Traffic Operations Budget.

Legal Implications

- 6.9 Part 1, clause 5 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 6.10 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 parking and stopping restrictions within part of the central city described in the Register of Delegations.
- 6.11 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

- 6.12 Not applicable.

Implementation

- 6.13 Implementation dependencies – Parking Restrictions Subcommittee approval.
- 6.14 Implementation timeframe - Approximately four weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.15 The advantages of this option include:
- Makes the mobility parking space on Montreal Street accessible to wheelchair users, and easier to use for non-wheelchair users.
 - Alters the existing 30 minute restriction to a 120 minute restriction, which is more appropriate for the surrounding land use.

6.16 There are no known disadvantages to this option.

7. Option 2 - Do Nothing

Option Description

7.1 Retain existing parking layout

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 See section 6.4

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:

- No cost

7.14 The disadvantages of this option include:

- The mobility parking space continues to not meet accessibility standards
- The time restriction on the mobility parking space remains inconsistent with the time restriction on adjacent parking spaces, and does not reflect the needs for the surrounding land use.

Attachments

No.	Title	Page
A ↓	Proposed Montreal Street Mobility Park Relocation Plan for Approval	15
B ↓	Montreal Street outside Art Gallery, 2010 Plan for Information	16

Confirmation of Statutory Compliance

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

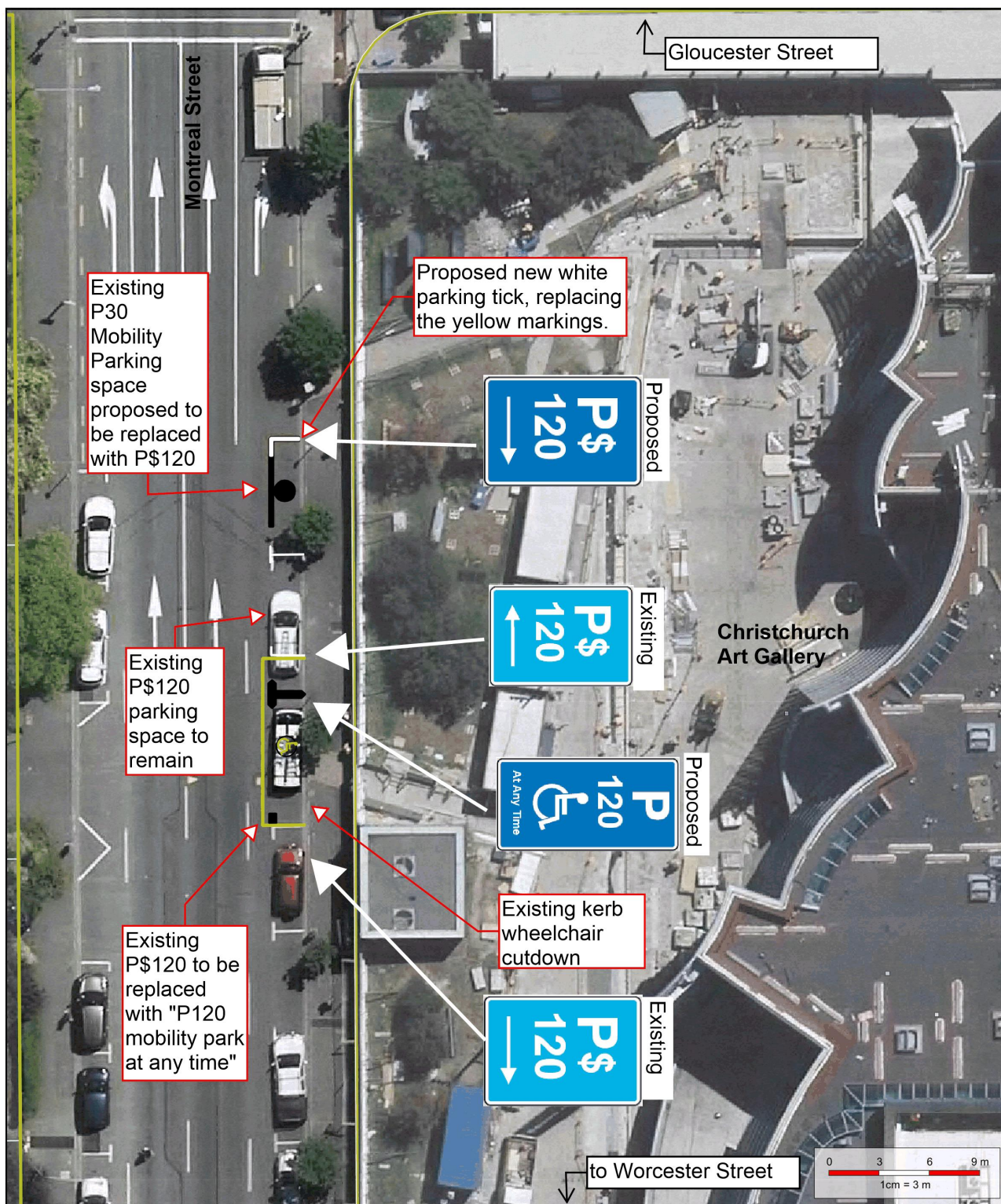
(a) This report contains:

- (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 - Graduate Transport Engineer
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)



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Christchurch
City Council

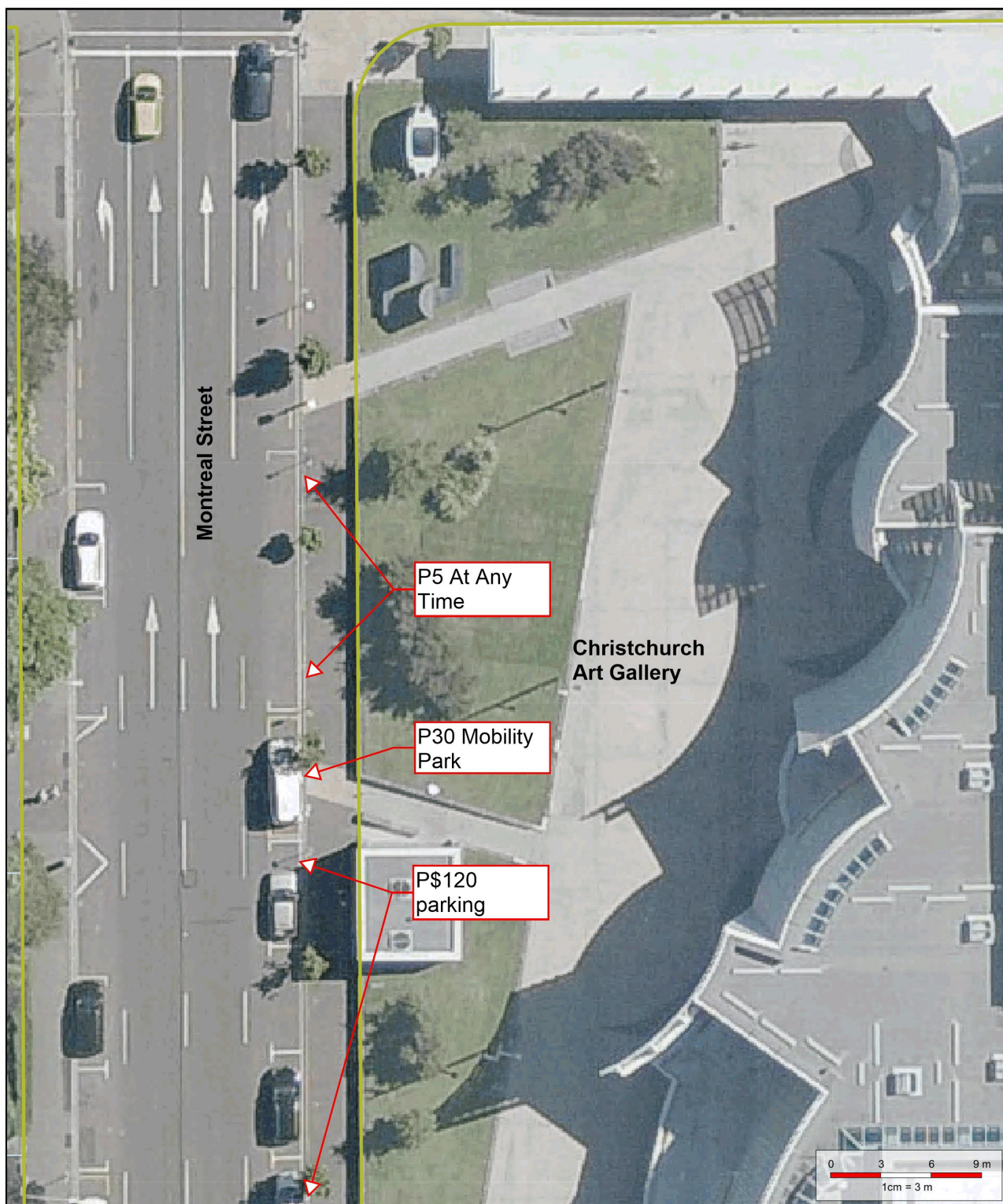
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Proposed Mobility Park Relocation, Montreal Street outside the Christchurch Art Gallery

Plan for Committee Approval



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Parking Layout, Montreal Street outside the Art Gallery, 2010

Plan for Information