

## **Parking Restrictions Subcommittee AGENDA**

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### **Notice of Meeting:**

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

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

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### **Membership**

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

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**4 July 2018**

Mark Saunders  
Committee and Hearings Advisor  
941 6436  
mark.saunders@ccc.govt.nz  
[www.ccc.govt.nz](http://www.ccc.govt.nz)

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 [Wednesday, 6 June 2018](#) be confirmed (refer page 5).

**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.

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## Parking Restrictions Subcommittee OPEN MINUTES

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**Date:** Wednesday 6 June 2018  
**Time:** 2:07pm  
**Venue:** Committee Room 1, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

|             |   |
|-------------|---|
| Chairperson | Councillor Pauline Cotter   |
| Members     | Richard Osborne - Head of Transport<br>David Griffiths - Head of Planning and Strategic Transport |

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6 June 2018

Mark Saunders  
Committee and Hearings Advisor  
941 6436  
mark.saunders@ccc.govt.nz  
[www.ccc.govt.nz](http://www.ccc.govt.nz)

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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**

That the apology from Member Adamson be accepted.

Member Osborne/Member Griffiths

Carried

**2. Declarations of Interest**

**Part B**

There were no declarations of interest recorded.

**3. Confirmation of Previous Minutes**

**Part C**

**Committee Resolved PRSC/2018/00012**

**Committee Decision**

That the minutes of the Parking Restrictions Subcommittee meeting held on Friday, 11 May 2018 be confirmed.

Member Osborne/Councillor Cotter

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. Armagh street and Colombo Street - Parking Management at Crowne Plaza Hotel

### Committee Comment

The Subcommittee accepted the Staff Recommendations without change.

### Committee Resolved PRSC/2018/00013

#### Part C

That the Parking Restrictions Subcommittee:

1. Revoke all stopping and parking restrictions on the southern side of Armagh Street commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 68 metres.
2. Revoke all stopping and parking restrictions on the eastern side of Colombo Street commencing at its intersection with Gloucester Street and extending in a northerly direction to its intersection with Armagh Street.
3. Approve that the stopping of vehicles be prohibited at any time on the southern side of Armagh Street commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 22 metres.
4. Approve that a Loading Zone for all classes of vehicle be created and be limited to a maximum period of five minutes on the southern side of Armagh Street, commencing at a point 22 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 19 metres.
5. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Colombo Street commencing at a point 41 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of five metres.
6. Approve that a Loading Zone for all classes of vehicle be created and be limited to a maximum period of five minutes 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 22 metres.
7. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Colombo Street commencing at its intersection with Gloucester Street and extending in a northerly direction for a distance of 17 metres.
8. Approve that the parking of vehicles be limited to a maximum period of 60 minutes and controlled by Parking Meters (including Pay by Plate machines or any approved payment process) on the eastern side of Colombo Street commencing at a point 17 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of 41 metres. This restriction is to apply 9:00 am through 5:00 pm Monday through Thursday and 9:00 am through 8:30 pm Friday through Sunday.
9. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Colombo Street commencing at a point 58 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of seven metres.
10. Approve that a Small Passenger Service Vehicle stand be created on the eastern side of Colombo Street, commencing at a point 65 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of 18 metres.

11. Approve that the parking of vehicles be limited to a maximum period of 10 minutes on the eastern side of Colombo Street, commencing at a point 83 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of 11 metres. This restriction is to apply at any time.
12. Approve that the stopping of vehicles be prohibited at any time on the eastern side of Colombo Street commencing at a point 94 metres north of its intersection with Gloucester Street and extending in a northerly direction to its intersection with Armagh Street.

Councillor Cotter/Member Osborne

Carried

## **8. 319 St Asaph Street- P60 at Home and Family Cafe**

### **Committee Comment**

The Subcommittee accepted the Staff Recommendations without change.

### **Committee Resolved PRSC/2018/00014**

#### **Part C**

That the Parking Restrictions Subcommittee:

1. Revoke all parking and stopping restrictions on the north side of St Asaph Street, commencing at its intersection with Barbadoes street and extending in a westerly direction for a distance of 55 metres.
2. Approve that the stopping of vehicles be prohibited at any time on the north side of St Asaph Street commencing at its intersection with Barbadoes Street and extending in a westerly direction for a distance of 26 metres
3. Approve that the parking of vehicles be limited to a maximum period of sixty minutes on the north side of St Asaph Street, commencing at a point 26 metres west of its intersection with Barbadoes Street and extending in a westerly direction for a distance of 29 metres. This restriction is to apply from 7:00 am to 8:00 pm on any day.
4. Approve that these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

Councillor Cotter/Member Osborne

Carried

## **9. Durham Street North Additional Parking at 30 km /h Threshold**

### **Committee Comment**

The Subcommittee accepted the Staff Recommendations without change.

### **Committee Resolved PRSC/2018/00015**



## Part C

That the Parking Restrictions Subcommittee:

1. For the purposes of the following resolutions notes:
  - a. An intersection of roadways is defined by the position of kerbs on each intersecting roadway; and
  - b. The resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report; and
  - c. If the resolution states "*Note 1 applies*", any distance specified in the resolution relates the kerb line location referenced as exists on the road at the time of this report being considered by the Parking Restrictions Subcommittee; and
  - d. If the resolution states "*Note 2 applies*", any distance specified in the resolution relates to any new approved kerb line location on the road which affects the intersection definition.
2. Resolves to:
  - a. Approve that all parking and stopping restrictions on the east side of Durham Street North from its intersection with Kilmore Street to its intersection with Chester Street West be revoked. *Note 1 applies.*
  - b. Approve that all parking and stopping restrictions on the west side of Durham Street North from its intersection with Kilmore Street to its intersection with Chester Street West be revoked. *Note 1 applies.*
  - c. Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street North from its intersection with Kilmore Street and extending in a southerly direction for a distance of 25 metres as detailed on Attachment A to the report. *Note 2 applies.*
  - d. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Machines, (including Pay by Plate machines or any approved means of payment) on the west side of on Durham Street North commencing at point 25 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 24 metres as detailed on Attachment A to the report. This restriction is to apply Monday to Sunday 9:00am to 5:00pm. *Note 2 applies.*
  - e. Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street North commencing at a point 49 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 14 metres as detailed on Attachment A to the report. *Note 2 applies.*
  - f. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Machines, (including Pay by Plate machines or any approved means of payment) on the west side of on Durham Street North commencing at point 63 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 12 metres as detailed on Attachment A to the report. This restriction is to apply Monday to Sunday 9:00am to 5:00pm. *Note 2 applies.*
  - g. Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street North commencing at a point 75 metres south of its intersection

with Kilmore Street and extending in a southerly direction for a distance of four metres as detailed on Attachment A to the report. *Note 2 applies.*

- h. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Machines, (including Pay by Plate machines or any approved means of payment) on the west side of on Durham Street North commencing at point 79 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 19 metres as detailed on Attachment A to the report. This restriction is to apply Monday to Sunday 9:00am to 5:00pm. *Note 2 applies.*
- i. Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street North commencing at a point 98 metres south of its intersection with Kilmore Street and extending in a southerly direction to its intersection with Chester Street West as detailed on Attachment A to the report. *Note 2 applies.*
- j. Approve that the stopping of vehicles be prohibited at any time on the east side of Durham Street North commencing at its intersection with Kilmore Street and extending in a southerly direction for a distance of 21 metres as detailed on Attachment A to the report. *Note 2 applies.*
- k. Approve that a Motorcycle Stand be created on the east side of Durham Street North, commencing at a point 21 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of four metres as detailed on Attachment A to the report. This Motorcycle Stand restriction applies at any time.
- l. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the east side of on Durham Street North commencing at point 25 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 48 metres as detailed on Attachment A to the report. This restriction is to apply Monday to Sunday 9:00am to 5:00pm. *Note 2 applies.*
- m. Approve that the stopping of vehicles be prohibited at any time on the east side of Durham Street North commencing at a point 73 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of ten metres as detailed on Attachment A to the report. *Note 2 applies.*
- n. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the east side of on Durham Street North commencing at point 83 metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 12 metres as detailed on Attachment A to the report. This restriction is to apply Monday to Sunday 9:00am to 5:00pm. *Note 2 applies.*
- o. Approve that the stopping of vehicles be prohibited at any time on the east side of Durham Street North commencing at a point 95 metres south of its intersection with Kilmore Street and extending in a southerly direction to its intersection with Chester Street West. *Note 2 applies.*

Member Griffiths/Member Osborne

Carried

Meeting concluded at 2:40pm.

CONFIRMED THIS 4th DAY OF JULY 2018



## 7. Cambridge Terrace- P120 parking Restriction

Reference: 18/491057

Presenter(s): Michael Thomson , Transport Engineer

### 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 a 120 minute parking and adjacent modified No Stopping restrictions on the north side of Cambridge Terrace Immediately east of Manchester Street in accordance with **Attachment A**.

#### Origin of Report

- 1.2 This report is staff generated in response to the Parking Restrictions Subcommittee requesting that consideration be given to extending the P120 parking restriction on the southern side of Cambridge Terrace, to include five car parks on the northern side, immediately east of the Manchester Street intersection.

### 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 comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
  - 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 any parking or stopping restrictions on the north side of Cambridge Terrace, commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 51.5 metres be revoked.
2. Approve that the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 18 metres.
3. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Cambridge Terrace, commencing at a point 18 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 18 metres.
4. Approve that the stopping of vehicles be prohibited at any time on the north side of Cambridge Terrace commencing at a point 36 metres east of its intersection with Manchester Street and extending in an easterly, the north easterly direction for a distance of 15.5 metres.

### 4. Key Points

- 4.1 This recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:

- Option 1 - Install P120 parking restriction for three car parks, immediately east of Manchester Street, with modified adjacent No Stopping (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 more opportunities for visitor car parking for the adjacent Margaret Mahy Playground.
- 4.3.2 The disadvantages of this option include:
- Removes all day parking for commuters.

## 5. Context/Background

- 5.1 At its 11 May 2018 meeting, this committee considered parking management for the section of Cambridge Terrace, commencing at its intersection with Manchester Street and extending in an easterly and north easterly direction to its roadway termination at a cul de sac turning head.
- 5.2 This section of Cambridge Terrace is very close to the commercial/ retail area of the Central City. Any available parking is unrestricted, which results in virtually all parking being used by all day parkers, who work nearby.
- 5.3 Requests have been received to free up most of this parking, so that persons wishing to visit the nearby Margaret Mahy playground, have better parking opportunities, when all the off street parking for the playground is full.
- 5.4 The committee approved the parking recommendations, but requested that consideration be given to time restricting the five, north side parks which are closest to Manchester Street. This is considered appropriate as these parks are located close to the playground. The remaining north /northwest side unrestricted parks, will provide parking opportunities for residents further along the street, at times of low parking demand by others.
- 5.5 Further inspection of the recently changed site conditions, combined with further safety concerns raised about parking behaviour at the bend, a modified proposal is now being submitted to this committee.
- 5.6 Since the 11 May meeting, Ōtākaro has arranged the construction of a widened /extended kerb on the south side between the angle parking and Manchester Street. Refer Attachment A. This extended kerb at the intersection where turning manoeuvres occur, now requires the removal of two car parks on the northern side, to allow for safe two-way traffic. Council staff were aware of this kerb alignment change, as it was reported to Council on 10 September 2015. This was part of the *An Accessible City* Manchester Street project. The proposal by Ōtākaro at that time was however, that Cambridge Terrace be one way westwards- towards Manchester Street only. This would have required a new intersection of Cambridge and Kilmore, near the Madras /Kilmore river bridges. Following discussions, this it has been confirmed that this section of Cambridge Terrace will remain a cul de sac with two-way traffic flow. Note: the new kerb extension does not affect the 11 May No Stopping resolution.
- 5.7 Additionally, residents have produced photos of larger vehicles parked on the north side /inside bend. This both obstructs visibility of oncoming traffic and reduces road space at the bend.

## 6. Option 1 - Install P120 parking for three car parks and additional No Stopping on the north side of Cambridge Terrace (preferred)

### Option Description

- 6.1 This preferred option affects the five existing kerbside car parks, located on the north side of Cambridge Terrace, immediately east of the Manchester Street intersection. Two car parks are proposed to be removed and additional No stopping installed. These changes will provide further opportunities for visitor parking and improve sight lines and operational road space.

### Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

### 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 Affected property owners and residents were advised of the recommended option by email. The response is unanimous support for these additional parks to be time restricted, as approved on the opposite kerbside.
- 6.5 The Team Leader Parking Compliance supports this option.

### 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 - \$500 for the installation, plus \$750 for consultation and the preparation of this report
- 6.8 Funding source - Traffic Operations Budget.
- 6.9 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

### Legal Implications

- 6.10 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking and stopping restrictions by resolution.
- 6.11 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations.
- 6.12 The installation of any signs and/or markings associated with parking and stopping restrictions must comply with the Land Transport Rule: Traffic Control Devices 2004.

### Risks and Mitigations

There is no significant risk associated with this option.

### Implementation

- 6.13 Implementation dependencies – 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:

- Meets the needs of the residents
- Provides more visitor parking opportunities, closer to the playground.

6.16 The disadvantages of this option include:

- Removes all day /commuter car parking.

## 7. Option 2 - Do Nothing

### Option Description

7.1 Retain existing parking and stopping restrictions as approved following the Subcommittee's approval of the 11 May 2018 meeting.

### 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 inconsistent with community requests for parking management of this roadway section.

### Alignment with Council Plans and Policies

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

### Financial Implications

7.6 Not applicable.

7.7 Not applicable.

### Legal Implications

7.8 There is not a legal context, issue or implication relevant to this option.

### Risks and Mitigations

7.9 There is a risk of dissatisfaction by local residents, and potential road safety issues created by a narrow roadway.

### Implementation

7.10 Implementation dependencies - Not applicable.

7.11 Implementation timeframe - Not applicable.

### Option Summary - Advantages and Disadvantages

7.12 The advantages of this option include:

- Has no impact on-street parking.

7.13 The disadvantages of this option include:

- Potential road safety issues created by a narrow roadway.



## Attachments

| No.                 | Title  | Page |
|---------------------|--|------|
| A <a href="#">↓</a> | Cambridge Terrace – Proposed Parking Improvements for Parking Restrictions Subcommittee Approval | 18   |

## 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

|                    |  |
|--------------------|--|
| <b>Author</b>      | Michael Thomson - Transport Engineer   |
| <b>Approved By</b> | Ryan Rolston - Team Leader Traffic Operations<br>Steffan Thomas - Manager Operations (Transport) |

