

Parking Restrictions Subcommittee AGENDA

Notice of Meeting:

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

Date: Wednesday 30 January 2019
Time: 2pm
Venue: Council Chambers, 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

24 January 2019

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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Strategic Framework

The Council's Vision – Christchurch is a city of opportunity for all.

Open to new ideas, new people and new ways of doing things – a city where anything is possible.

Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat
And join together with the seams of respect
and reciprocity.

The partnership with Papatipu Rūnanga
reflects mutual understanding and respect,
and a goal of improving the economic,
cultural, environmental and social
wellbeing for all.

Overarching Principle

Partnership – Our
people are our taonga
– to be treasured and
encouraged. By working
together we can create
a city that uses their
skill and talent, where
we can all participate,
and be valued.

Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

Strong sense of
community
Active participation in
civic life
Safe and healthy
communities
Celebration of our
identity through arts,
culture, heritage and
sport
Valuing the voices of
children and young
people

Liveable city

Vibrant and thriving
central city, suburban
and rural centres
A well connected and
accessible city
Sufficient supply of, and
access to, a range of
housing
21st century garden city
we are proud to live in

Healthy environment

Healthy waterways
High quality drinking
water
Unique landscapes and
indigenous biodiversity
are valued
Sustainable use of
resources

Prosperous economy

Great place for people,
business and investment
An inclusive, equitable
economy with broad-
based prosperity for all
A productive, adaptive
and resilient economic
base
Modern and robust
city infrastructure and
community facilities

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected
communities

Maximising opportunities to develop a vibrant,
prosperous and sustainable 21st century city

Climate change
leadership

Informed and proactive
approaches to natural
hazard risks

Increasing active, public
and shared transport
opportunities and use

Safe and sustainable
water supply and
improved waterways

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 [Wednesday, 5 December 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.

Parking Restrictions Subcommittee OPEN MINUTES

Date: Wednesday 5 December 2018
Time: 2:05pm
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

5 December 2018

Mark Saunders
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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/2018/00032

Committee Decision

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

Member Osborne/Member Adamson

Carried

4. Public Forum

Part B

4.1 Mark Gerrard spoke to the Subcommittee about loading zones in the CBD.

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. Tuam Street - Loading Zone at Hoyts Entx Cinemas

Committee Comment

The Subcommittee accepted the Staff Recommendations with the change that the Loading Zone not be for Good Service Vehicles only, and simply be a P5 Loading Zone to allow for more generic loading/unloading.

Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking or stopping restrictions made on the north side of Tuam Street, from its intersection with Colombo Street and extending in a westerly direction for a distance of 72 metres be revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the north side of Tuam Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 47 metres.
3. Approves that a Loading Zone be created for Good Service Vehicles only, and be restricted to a maximum period of loading /unloading of 5 minutes, be created on the north side of Tuam Street, commencing at a point 47 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 25 metres.
4. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions is/are in place (or removed in the case of revocations).

Committee Resolved PRSC/2018/00033

Part C

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking or stopping restrictions made on the north side of Tuam Street, from its intersection with Colombo Street and extending in a westerly direction for a distance of 72 metres be revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the north side of Tuam Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 47 metres.
3. Approves that a P5 Loading Zone be created, and be restricted to a maximum period of loading /unloading of 5 minutes, on the north side of Tuam Street, commencing at a point 47 metres west of its intersection with Colombo Street, and extending in a westerly direction for a distance of 25 metres.
4. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions is/are in place (or removed in the case of revocations).

Member Griffiths/Member Adamson

Carried

8. Moorhouse Avenue Bus Stop Relocation at Antigua Street Intersection

Committee Comment

The Subcommittee accepted the Staff Recommendations, though added an additional resolution requesting staff to negotiate preapproval for a bus shelter without objection from the motor vehicle service station owner should Council choose to install one in the future.

Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking or stopping restrictions on the south of Moorhouse Avenue, commencing at its intersection with Antigua Street and extending in a westerly direction for a distance of 60 metres are revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Antigua Street and extending in a westerly direction for a distance of 23 metres.
3. Approves that a Bus Stop be created on the south side of Moorhouse Avenue, commencing at a point 23 metres west of its intersection with Antigua Street, and extending in a westerly direction for a distance of 14 metres.
4. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 37 metres west of its intersection with Antigua Street and extending in a westerly direction for a distance of 23 metres
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions is/are in place (or removed in the case of revocations).

Committee Resolved PRSC/2018/00034

Part C

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking or stopping restrictions on the south of Moorhouse Avenue, commencing at its intersection with Antigua Street and extending in a westerly direction for a distance of 60 metres are revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Antigua Street and extending in a westerly direction for a distance of 23 metres.
3. Approves that a Bus Stop be created on the south side of Moorhouse Avenue, commencing at a point 23 metres west of its intersection with Antigua Street, and extending in a westerly direction for a distance of 14 metres.
4. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 37 metres west of its intersection with Antigua Street and extending in a westerly direction for a distance of 23 metres
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions is/are in place (or removed in the case of revocations).

6. Notes that it requests staff to negotiate preapproval for a bus shelter without objection from the motor vehicle service station owner should Council choose to install one in the future.

Councillor Cotter/Member Griffiths

Carried

9. 315 Tuam Street - Proposed P10 Parking

Committee Resolved PRSC/2018/00035 (Original Staff Recommendations Accepted without Change)

Part C

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking or stopping restrictions on the north side of Tuam Street, commencing at a point 193 metres east of its intersection with Barbadoes Street and extending in an easterly direction for a distance of five metres are revoked.
2. Approves that the parking of any vehicles be restricted to a maximum period of 10 minutes on the north side of Tuam Street, commencing at a point 193 metres east of its intersection with Barbadoes Street and extending in an easterly direction for a distance of five metres.
3. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions is/are in place (or removed in the case of revocations).

Member Adamson/Member Osborne

Carried

Meeting concluded at 2:53pm.

CONFIRMED THIS 30th DAY OF JANUARY 2019

7. Moorhouse Avenue and Madras Street - Existing Parking and Stopping Restrictions Confirmation

Reference: 18/1356749

Presenter(s): Michael Thomson, Transport Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to seek approval of the Parking Restrictions Subcommittee to confirm existing parking and stopping restrictions on Moorhouse Avenue and Madras Street on the approach and departure legs of the Gasson /Madras/ Moorhouse intersection in accordance with Attachments A and B.

Origin of Report

- 1.2 This report is staff generated in response to discovery of a former process error regarding approvals sought in 2016.

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 existing parking or stopping restrictions on the north side of Moorhouse Avenue, commencing at its intersection with Madras Street and extending in a westerly direction for a distance of 129 metres are revoked.
2. Approve that any existing parking or stopping restrictions on the north side of Moorhouse Avenue, commencing at its intersection with Madras Street and extending in an easterly direction to its intersection with Barbadoes Street are revoked.
3. Approve that any existing parking or stopping restrictions on the south side of Moorhouse Avenue, commencing at a point 203 metres east of its intersection with Pilgrim Place and extending in an easterly direction to its intersection with Gasson Street are revoked.
4. Approve that any existing parking or stopping restrictions on the south side of Moorhouse Avenue, commencing at its intersection with Gasson Street and extending in an easterly direction to its intersection with Washington Way are revoked.
5. Approve that any existing parking or stopping restrictions on the south side of Moorhouse Avenue, commencing at its intersection with Washington Way and extending in an easterly direction to its intersection with Waltham Road are revoked.
6. Approve that any existing parking or stopping restrictions on the west side of Madras Street commencing at its intersection Moorhouse Avenue and extending in a northerly direction to its intersection with Allen Street are revoked.

7. Approve that any existing parking or stopping restrictions on the west side of Madras Street commencing at its intersection with Allen Street and extending in a northerly direction to its intersection with Southwark Street are revoked.
8. Approve that any existing parking or stopping restrictions on the west side of Madras Street commencing at its intersection with Southwark Street and extending in a northerly direction to its intersection with St Asaph Street are revoked.
9. Approve that any existing parking or stopping restrictions on the east side of Madras Street commencing at its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with St Asaph Street are revoked.
10. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Madras Street and extending in a westerly direction for a distance of 71 metres.
11. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Moorhouse Avenue commencing at a point 71 metres west of its intersection with Madras street and extending in a westerly direction for a distance of 14 metres.
12. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 85 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 14 metres.
13. Approve that a Bus Stop be created on the north side of Moorhouse Avenue commencing at a point 99 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 17 metres.
14. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 116 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 13 metres.
15. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 203 metres east of its intersection with Pilgrim Place and extending in an easterly direction to its intersection with Gasson Street.
16. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Gasson Street and extending in an easterly direction for a distance of 67 metres.
17. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 134 metres east of its intersection with Gasson Street and extending in an easterly direction to its intersection with Washington Way.
18. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Washington Way and extending in an easterly direction for a distance of nine metres.
19. Approve that a Bus Stop be created on the south side of Moorhouse Avenue commencing at a point nine metres east of its intersection with Washington Way and extending in an easterly direction for a distance of 14 metres.
20. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 25 metres east of its intersection with Washington Way and extending in an easterly direction for a distance of five metres.
21. Approve that the parking of vehicles be restricted to a maximum period of 5 minutes on the south side of Moorhouse Avenue commencing at a point 30 metres east of its intersection with Washington Way and extending in an easterly direction for a distance of 18 metres. This restriction is to apply at any time.

22. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 48 metres east of its intersection with Washington Way and extending in an easterly direction to its intersection with Waltham Road.
23. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Madras Street and extending in an easterly direction for a distance of 14 metres.
24. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Moorhouse Avenue commencing at a point 14 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of 13 metres.
25. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 27 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of eight metres.
26. Approve that a Bus Stop be created on the north side of Moorhouse Avenue commencing at a point 35 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of 14 metres.
27. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 49 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of four metres.
28. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 216 metres east of its intersection with Madras Street and extending in an easterly direction to its intersection with Barbadoes Street.
29. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 95 metres.
30. Approve that a Bus Stop be created on the west side of Madras Street commencing at a point 95 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 24 metres.
31. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 119 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 43 metres.
32. Approve that the parking of vehicles be restricted to a maximum period of 5 minutes on the west side of Madras street commencing at a point 162 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 12 metres. This restriction is to apply at any time.
33. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Madras street commencing at a point 174 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of nine metres.
34. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 183 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with Allen Street.
35. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Allen Street and extending in a northerly direction for a distance of 22 metres.
36. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Madras street commencing at a point 22 metres north of its intersection with Allen Street and extending in a northerly direction for a distance of 21 metres.

37. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 43 metres north of its intersection with Allen Street and extending in a northerly direction to its intersection with Southwark Street.
38. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Southwark Street and extending in a northerly direction for a distance of 14 metres.
39. Approve that a Bus Stop be created on the west side of Madras Street commencing at a point 14 metres north of its intersection with Southwark Street and extending in a northerly direction for a distance of 23 metres.
40. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 37 metres north of its intersection with Southwark Street and extending in a northerly direction to its intersection with St Asaph Street.
41. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 37 metres.
42. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 125 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 26 metres.
43. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 186 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 29 metres.
44. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 249 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of seven metres.
45. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 266 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with St Asaph Street.
46. Resolves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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 [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 – Confirm existing on-street marked and signed parking and stopping 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:
 - Facilitates legal enforcement of the kerbside parking.
 - 4.3.2 The disadvantages of this option include:
 - None identified.

5. Context/Background

- 5.1 A transport project was programmed for the 2016/17 Council financial year. This was to improve safety and efficiency of the Gasson /Moorhouse /Madras Intersection.
- 5.2 A report was submitted to the Hagley /Ferryroad Community Board meeting on 21 September 2016. This report described the intersection project, which included intersection approach and departure traffic controls, as well as parking and stopping restriction changes.
- 5.3 The staff recommendations were in two parts:
 - a) Seeking approval from the Board for parking and stopping changes.
 - b) Seeking a recommendation from the Board on traffic control changes to be approved by Council.
- 5.4 At a similar time, a project was planned for safety and efficiency changes at the Manchester /Moorhouse/Pilgrim intersection. Neither project proceeded because the New Zealand Transport Agency and Council began Cluster studies that involved looking at traffic routes in their entirety, rather than isolated locations along routes. One of the key Cluster areas was the Moorhouse Avenue and Brougham Street corridors. Until the results and recommendations of the study are known, it was deemed undesirable to continue with the Moorhouse Avenue intersection works in isolation.
- 5.5 Review of the 2016 report identified two errors /omissions, as follows:
 - a) Any parking or stopping restriction changes should have been submitted to this committee for approval, not the Hagley /Ferryroad Community Board.
 - b) The traffic control changes that were recommended to the Board for approval did not go to Council for approval as a Part A report.

6. Option 1 - Resolve Existing Parking and Stopping Restrictions on Moorhouse Avenue and Madras Street (preferred)

Option Description

- 6.1 Resolve existing parking and stopping restrictions on Moorhouse Avenue and Madras Street in the vicinity of the Gasson /Madras /Moorhouse intersection.

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 As no on-street changes are proposed, no consultation has occurred.

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 - \$0 for the installation, plus \$750 for consultation and the preparation of this report.
- 6.7 Funding source - Traffic Operations Budget.
- 6.8 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 6.9 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.
- 6.10 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations.
- 6.11 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

- 6.12 There is no identified risk with this option.

Implementation

- 6.13 Implementation dependencies – Subcommittee approval.
- 6.14 Implementation timeframe – Not applicable.

Option Summary - Advantages and Disadvantages

- 6.15 The advantages of this option include:
- All on street parking and stopping restrictions within the identified area, match the committee approvals.
- 6.16 The disadvantages of this option include:
- None identified

7. Option 2 - Do Nothing

Option Description

- 7.1 Do not reconfirm existing parking and stopping restrictions.

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 Not applicable.

Alignment with Council Plans and Policies

- 7.5 None identified.

Financial Implications

- 7.6 Cost of Implementation - \$750 for the preparation of this report.
- 7.7 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.
- 7.8 Funding source – Existing staff budgets.

Legal Implications

- 7.9 Council enforcement officers cannot enforce the restrictions.

Risks and Mitigations

- 7.10 There is a risk of legal challenges against Council or Police, if any infringement notices issued.

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:
- Unable to legally enforce the parking and stopping restrictions.

Attachments

No.	Title	Page
A ↓	Moorhouse Avenue -Attachment A to Parking Restrictions Subcommittee on 30 January 2019	19
B ↓	Madras street -Attachment B to Parking Restrictions Subcommittee on 30 January 2019	20

Confirmation of Statutory Compliance

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

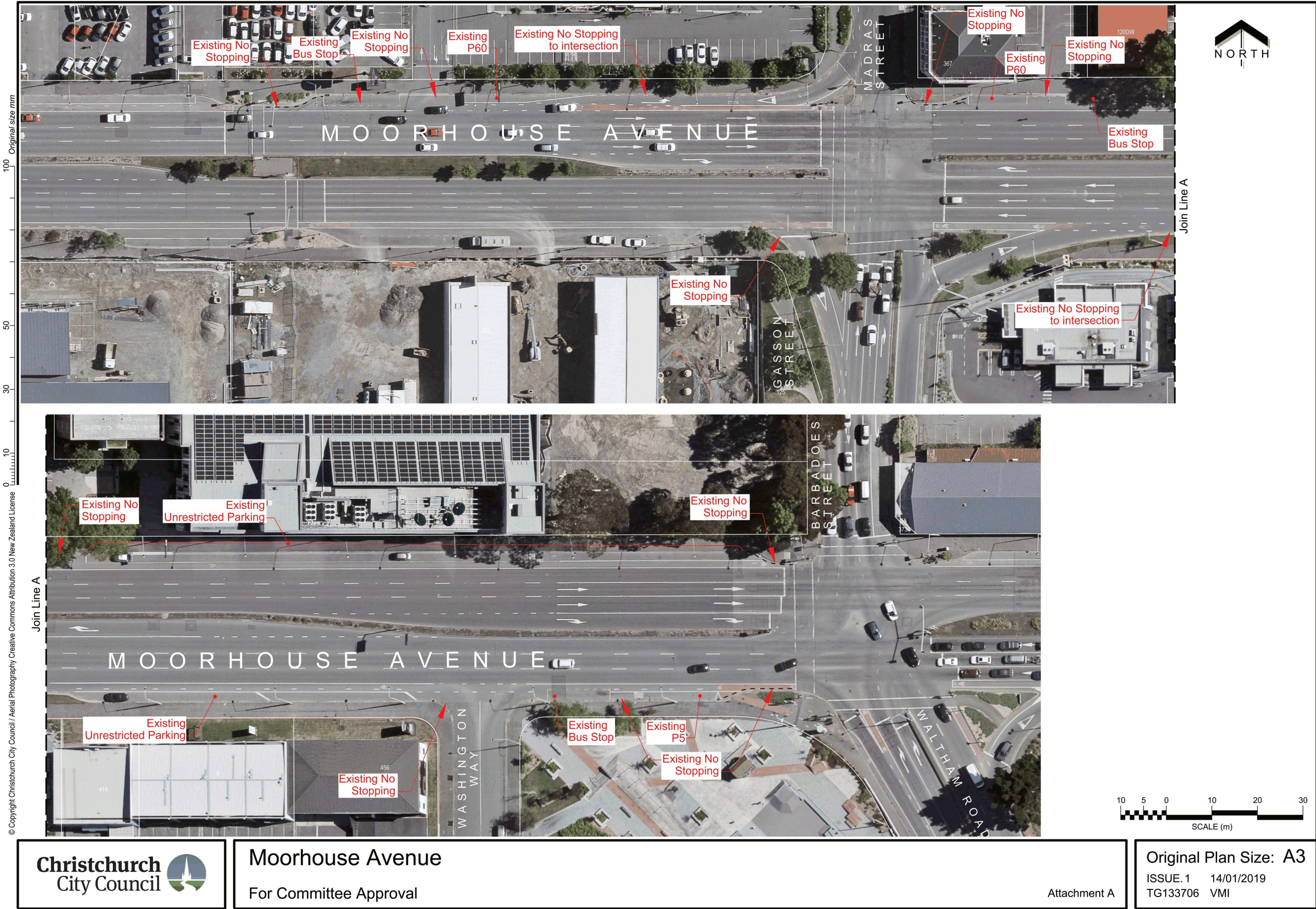
(a) This report contains:

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





8. Balfour Terrace - Parking Restrictions

Reference: 19/11628

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 additional time limited (P30) car parks on Balfour Terrace in accordance with Attachment A.

Origin of Report

- 1.2 This report is staff generated in response to a request from a local business (Childcare Centre) to consider additional on-street parking.

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. Approves that any previous resolutions pertaining to parking or stopping restrictions on Balfour Terrace commencing at the eastern side of the turnaround bay to the eastern termination of the Balfour Terrace roadway, as detailed on Attachment A, are revoked.
2. Approves, under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Balfour Terrace commencing at the eastern side of the turnaround bay to the eastern termination of the Balfour Terrace roadway as indicated in Attachment A of this report, described as plan TG133405, dated 10/01/2019, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 30 minutes between the hours of 8.00am and 6.00pm Monday to Sunday.
3. Resolves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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 [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 - Install additional P30 car parking spaces (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 request of the adjacent business

4.3.2 The disadvantages of this option include:

- None identified

5. Context/Background

- 5.1 At its 25 September 2018 meeting, this committee approved two thirty minute car parking spaces on the north side of Balfour Terrace within a formed parking bay. Staff recommended that these parks were located in a safe area, and that requested car parking at the eastern end of Balfour Terrace was not safe due to potential conflict with turning heavy vehicles and pedestrians (including children) needing to use the roadway to access parked cars.
- 5.2 Following further requests from the adjacent business, and further analysis by staff, at its 31 October 2018 meeting, this committee approved an additional P30 car park, located at the north eastern boundary of the road termination. Staff recommended this one car park as children, in particular, could access the parked car without the possibility of conflict from vehicles reversing when turning at the roadway end.
- 5.3 Following this meeting, the business owner contracted a traffic engineering consultant to investigate further parking opportunities in Balfour Terrace. The consultant met with Council staff with outcome being an agreement that further car parking spaces could be provided at the eastern roadway termination, provided an area is provided for a pathway, between these car parks and the fence at the eastern road termination. While there is very little margin between the parked cars and the required area for a turning / reversing vehicle, it was agreed that safety for children in particular, was not compromised, as they could access any parked vehicle from the provided pathway.
- 5.4 The consultant advised that the business would provide and install the appropriate wheel stops on the roadway to ensure parking cars do not overhang the pathway area.

6. Option 1 - Install 3 additional P30 car parks (preferred)

Option Description

- 6.1 Provision of three additional car parking spaces at the eastern termination of Balfour Terrace as detailed on Attachment A.

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 The only affected property (with road frontage at this location) is the requesting business.
- 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 (exclusive of wheel stop infrastructure), 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, Clause 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 risk identified.

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:
- Provides more short term (drop off and pick up) facilities for the childcare centre.
- 6.16 The disadvantages of this option include:
- None identified

7. Option 2 - Do Nothing

Option Description

7.1 Retain existing parking and stopping restrictions

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 changes to parking and/or stopping restriction.

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 - \$750 for consultation and the preparation of this report

7.7 Maintenance / Ongoing Costs - \$0

7.8 Funding source – Existing staff budgets.

Legal Implications

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

Risks and Mitigations

7.10 There is a risk of illegal parking associated with drop off /pick up activities

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:

- It does not address the business request.

Attachments

No.	Title	Page
A ↓	Balfour Terrace Attachment A to Parking Restrictions Subcommittee on 30 January 2019	26

Confirmation of Statutory Compliance

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

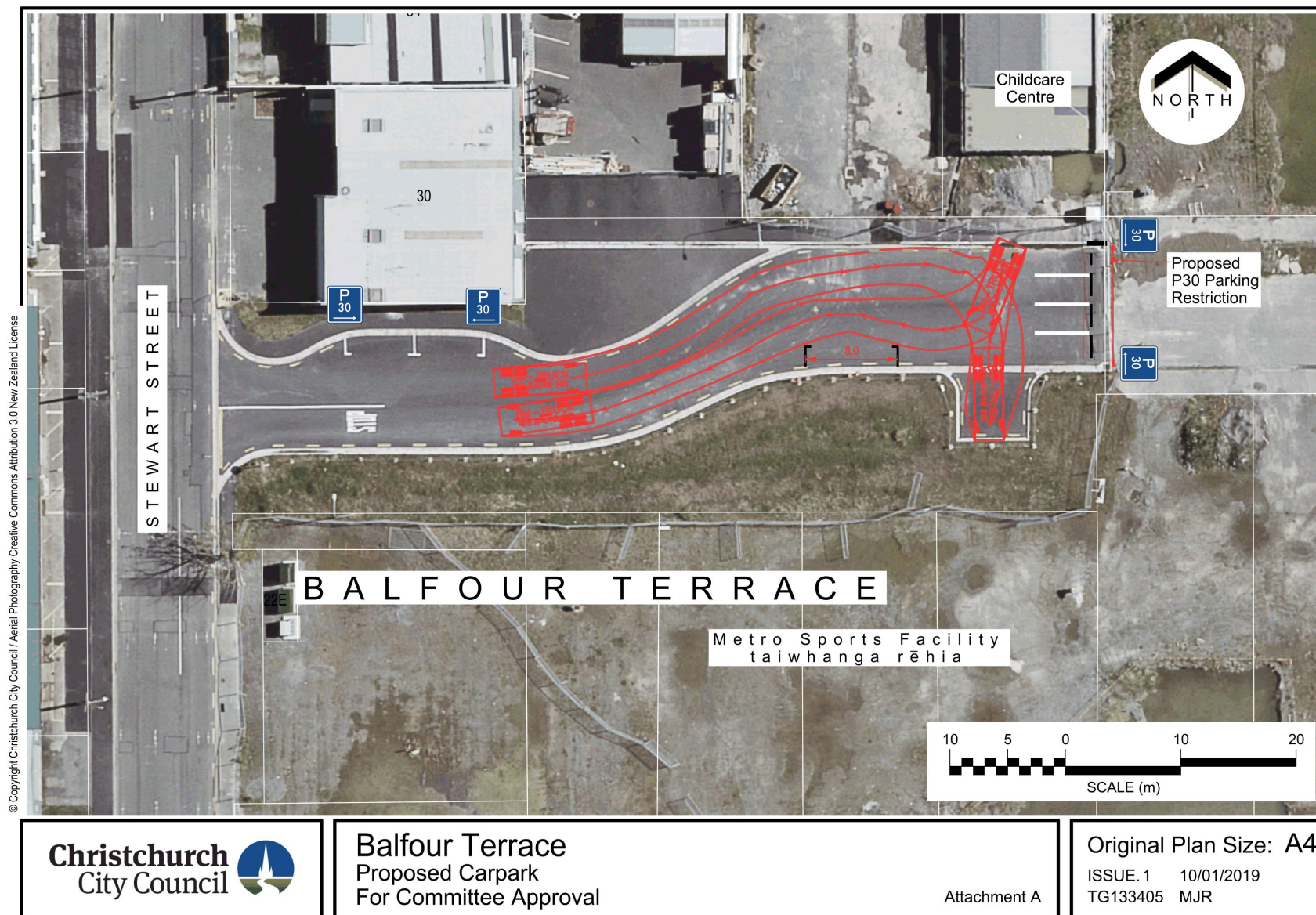
(a) This report contains:

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



9. Lichfield Street at Temporary Fire Station - Proposed No Stopping

Reference: 19/20221

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 No Stopping restrictions at Lichfield Street in accordance with Attachment A.

Origin of Report

- 1.2 This report is staff generated in response to requests from the New Zealand Fire Service to improve sight lines for their new emergency exit from their temporary fire station on Lichfield Street, while the damaged Kilmore Street site is rebuilt.

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. Approves that any previous resolutions pertaining to parking or stopping restrictions made on the south side of Lichfield Street, commencing at a point 88 metres west of its intersection with Duke Street and extending in a westerly direction for a distance of 61 metres, are revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at a point 88 metres west of its intersection with Duke Street and extending in a westerly direction for a distance of 61 metres.
3. Resolves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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 [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 - Install 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:
 - Improves sight distance for exiting vehicles attending an emergency

- Provides additional road space for larger vehicles (trucks and fire tenders) turning into the VTNZ testing station and temporary Fire Station.

4.3.2 The disadvantages of this option include:

- Removes three unrestricted car parking spaces.

5. Context/Background

- 5.1 Due to the 2010/2011 earthquake sequence the main Christchurch Fire Station on Kilmore Street was damaged. The New Zealand Fire Service advise that this site will be rebuilt and that 248 Lichfield Street will be used as a temporary Fire Station for at least two years.
- 5.2 The Fire Service Assistant Commander has approached Council staff to consider stopping restrictions to improve both sight distance when leaving in an emergency situation and to provide more road space for larger vehicles (fire tenders) to enter back into the site.
- 5.3 Immediately west of the temporary Fire Station is a VTNZ vehicle testing station. The distance between the vehicle entrances to both sites (directly opposite the intersection of Clarkson Avenue) ideally only accommodates one vehicle. Two vehicles do, from time to time, park in this smaller space. This makes vehicle access difficult into the Fire Station site.
- 5.4 A short distance west, another wide vehicle entrance exists. This is for access to five vehicle testing queuing lanes. The distance between this wide vehicle entrance and the VTNZ car park entrance is also short, accommodating only one vehicle. It is therefore proposed to include this area in the length of No Stopping.
- 5.5 When discussing this with the only directly affected business (VTNZ), the manager, while agreeing to the proposal, outlined that they have a problem of parking on their western boundary. Once again, there is only a small distance between the wide VTNZ entrance and the next business entrance to the west. This resultant space is not enough for a compliant car parking space. To discourage parking Council has painted a white triangle over this area. The VTNZ manager says parking at this point causes issues for larger trucks turning into the truck queuing lane at the testing station.
- 5.6 The combination of multiple vehicle entrances with short distances between, results in this report that recommends a continuous No Stopping restriction as detailed on Attachment A.

6. Option 1 - Install No Stopping (preferred)

Option Description

- 6.1 Install No Stopping on Lichfield Street outside the VTNZ testing station and the new Temporary Fire Station.

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 telephone discussion. There are no objections to this proposal.
- 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 - \$200 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 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

No identified risk with this preferred option.

Implementation

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

Option Summary - Advantages and Disadvantages

- 6.15 The advantages of this option include:
- Provides a safer sight distance for vehicles exiting the Fire Station to attend an emergency.
 - Improves entry access for large vehicles entering the two sites.

6.16 The disadvantages of this option include:

- Removes space for unrestricted car parking.

7. Option 2 - Do Nothing

Option Description

7.1 Retain existing parking kerbside parking

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 changes to parking and/or stopping restriction.

Alignment with Council Plans and Policies

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

7.5.1 Inconsistency – does not optimise Road Safety

7.5.2 Reason for inconsistency – does not address poor sight lines for emergency vehicle operation

Financial Implications

7.6 Cost of Implementation - \$750 for consultation and the preparation of this report

7.7 Maintenance / Ongoing Costs - \$0

7.8 Funding source – Existing staff budgets.

Legal Implications

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

Risks and Mitigations

7.10 There is a risk of collisions between emergency vehicles and passing motorists caused by poor sight lines.

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:

- Has no impact on existing on street parking.

7.14 The disadvantages of this option include:

- It does not address the restricted sightlines at the intersection and therefore the safety risk is not dealt with.

Attachments

No.	Title	Page
A ↓	Lichfield Street at Temporary Fire Station -Attachment A to Parking Restrictions Subcommittee report 30 January 2019	32

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	Michael Thomson - Transport Engineer
Approved By	Stephen Wright - Senior Traffic Engineer Steffan Thomas - Manager Operations (Transport)

