

Central City Parking Restrictions Committee AGENDA

Notice of Meeting:

An ordinary meeting of the Central City Parking Restrictions Committee will be held on:

Date: Friday 1 March 2024
Time: 9.30 am
Venue: Committee Room 2, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Councillor Jake McLellan
Members	Deputy Mayor Pauline Cotter Lynette Ellis Stephen Wright

22 February 2024

Principal Advisor

Steffan Thomas
Head of Technical Services & Design
Tel: 941 6255

Simone Gordon
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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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What is important to us?

Our Strategic Framework is a big picture view of what the Council is aiming to achieve for our community

Our focus this Council term 2022–2025

Strategic Priorities



Be an inclusive and equitable city which puts people at the centre of developing our city and district, prioritising wellbeing, accessibility and connection.



Champion Ōtautahi-Christchurch and collaborate to build our role as a leading New Zealand city.



Build trust and confidence in the Council through meaningful partnerships and communication, listening to and working with residents.

Adopted by the Council on 5 April 2023



Reduce emissions as a Council and as a city, and invest in adaptation and resilience, leading a city-wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy.



Manage ratepayers' money wisely, delivering quality core services to the whole community and addressing the issues that are important to our residents.



Actively balance the needs of today's residents with the needs of future generations, with the aim of leaving no one behind.

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

Our residents have the opportunity to actively participate in community and city life, have a strong sense of belonging and identity, and feel safe.



Green and liveable

Our neighbourhoods and communities are accessible and well connected, supporting our goals to reduce emissions, build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.

To be adopted by the Council as part of the Long Term Plan 2024–2034



A cultural powerhouse

Our diverse communities are supported to understand and protect their heritage, pursue their arts, cultural and sporting interests, and contribute to making our city a creative, cultural and events 'powerhouse'.



Thriving and prosperous

Our city is a great place for people, business and investment where we can all grow our potential, where enterprises are innovative and smart, and where together we raise productivity and reduce emissions.

Our intergenerational vision

A place of opportunity for all.

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



Ngāi Tahu has rangatiratanga over its takiwā – the Council is committed to partnering with Ngāi Tahu to achieve meaningful outcomes that benefit the whole community

CENTRAL CITY PARKING RESTRICTIONS COMMITTEE - TERMS OF REFERENCE NGĀ ĀRAHINA MAHINGA

Membership	Deputy Mayor Central Ward Councillor Head of Transport & Waste Management Manager Operations (Transport)
Quorum	Three members
Meeting Cycle	Ad hoc
Reports To	Council

Delegate the following responsibilities, duties, and powers to the Central City Parking Restrictions Committee:

Any reference to a clause in these delegations refers to a clause in the Parking and Traffic Bylaw 2017 or any substituted bylaw.

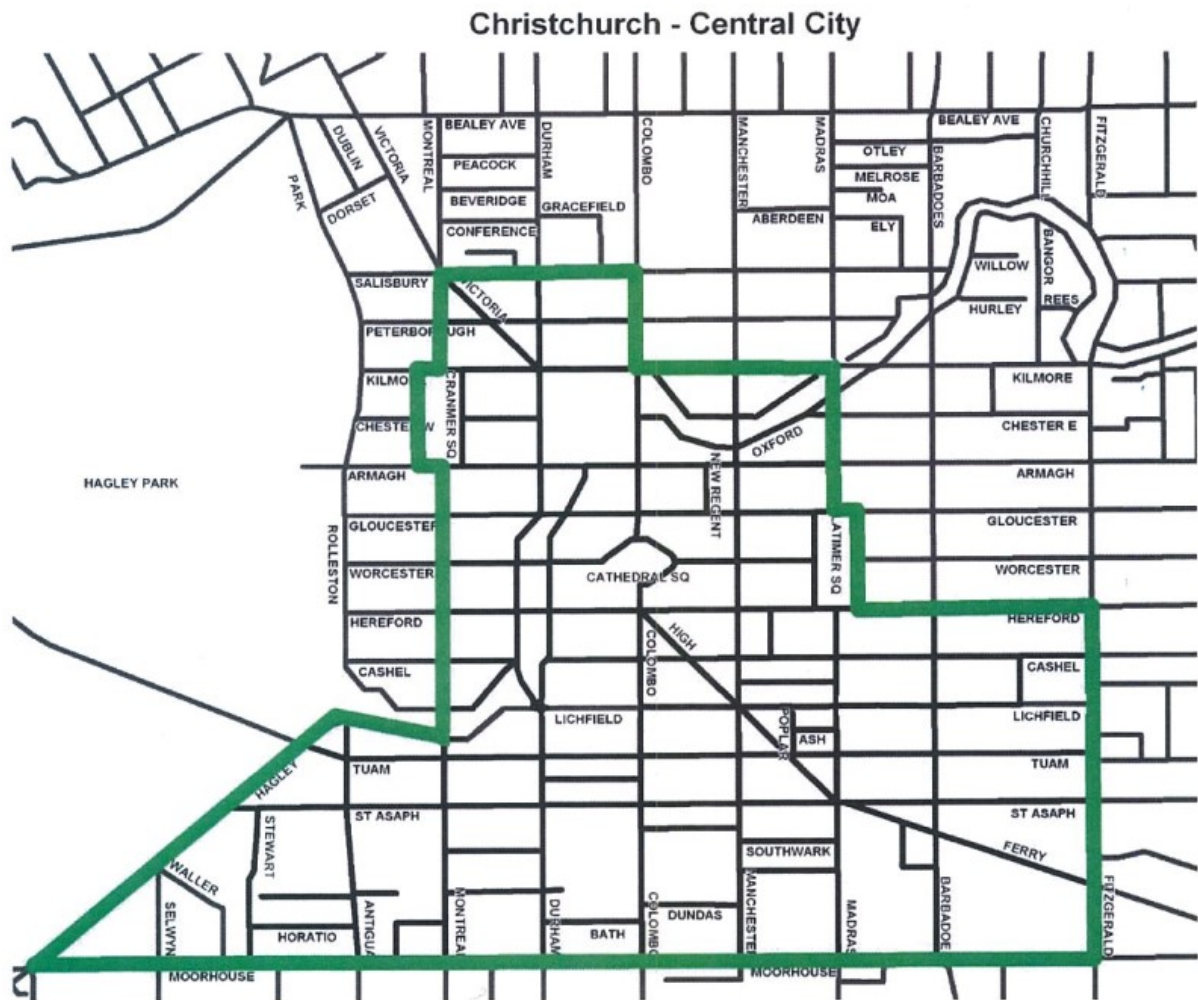
Delegation
<p>With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive both sides of the street marking the boundary), and whether it relates to “on-street” or “off-street”, under clause 7</p> <ul style="list-style-type: none"> Prohibiting or restricting the stopping, standing or parking of vehicles, or any class of vehicles, on any road; or Limiting the stopping, standing or parking of vehicles on any road to any class of vehicles. Prescribing any conditions under clause 7.
<p>With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive both sides of the street marking the boundary), and whether it relates to “on-street” or “off-street”, under clause 8</p> <ul style="list-style-type: none"> Designating an area to be a zone parking area and the restrictions that apply in that zone parking area (“zone parking controls”); and Reserving any area of land or any road or any part of a road or any building or any part of a building to be a parking place or transport station, subject to restrictions; and Specifying the vehicles or classes of vehicle that can use or must not use a parking place or transport station or zone parking area; and Prescribing the restrictions that apply including (without limitation) the times, manner and other conditions for the parking of vehicles or classes of vehicles in a parking place or transport station or zone parking area. Making provision for the efficient management and control of a parking place or transport station or zone parking area.
<p>With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive of both sides of the street marking the boundary), and whether it relates to “on-street” or “off-street”, under clause 10</p> <ul style="list-style-type: none"> Reserving any specified parking place or places as <ul style="list-style-type: none"> (a) residents’ exemption parking area for the use of persons who reside in the vicinity. Prescribing – <ul style="list-style-type: none"> (a) any fees to be paid annually or in any other specified manner, for the use of a residents’ parking area or a residents’ exemption parking area; and (b) the manner by which any such fees may be paid for the use of a residents’ parking area or a residents’ exemption area; and

(c) which parking, stopping and standing restrictions permit holders are exempt from within a residents' exemption parking area.

With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive of both sides of the street marking the boundary), and whether it relates to “on-street” or “off-street”, under clause 11

- Allowing motor vehicles to stop, stand, or park in that part of the road in contravention of clause 11(1) or 11 (2).

Plan A:



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

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1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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 Te Whakaāe o te hui o mua

That the minutes of the Central City Parking Restrictions Committee meeting held on [Monday, 27 November 2023](#) be confirmed (refer page 8).

4. Deputations by Appointment Ngā Huinga Whakaritenga

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

**Central City Parking Restrictions Committee
OPEN MINUTES**

Date:	Monday 27 November 2023
Time:	11am
Venue:	Committee Room 2, Level 2, Civic Offices, 53 Hereford Street, Christchurch
Present	
Chairperson	Councillor Jake McLellan
Members	Deputy Mayor Pauline Cotter Stephen Wright

Principal Advisor
Steffan Thomas
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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 Ngā Whakapāha

Part C

Committee Resolved CCPRC/2023/00006

That the apology for absence from Lynette Ellis be accepted.

Councillor McLellan/Deputy Mayor

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Part C

Committee Resolved CCPRC/2023/00007

That the minutes of the Central City Parking Restrictions Committee meeting held on Tuesday, 29 August 2023 be confirmed.

Deputy Mayor/Councillor McLellan

Carried

4. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

5. Proposed Motorcycle Park - 29 Walker Street

Committee Comment

1. The Committee noted that parking restrictions in the whole Walker Street area, which is currently unrestricted parking despite being close to the CBD, is scheduled for review.
2. Officers confirmed that carparking buildings generally have provision for motorcycle parking.
3. Officers confirmed that employees of the nearby Motorcycle business have their own off street parking.

Committee Resolved CCPRC/2023/00008 Officer recommendations accepted without change

Part C

That the Central City Parking Restrictions Committee:

1. Approves that in accordance with Clause 6 (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, any previous resolutions pertaining to parking or stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the parking restriction described in recommendation 2 below, be revoked.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking be reserved for motorcycles and mopeds only on the north side of Walker Street, commencing at a point 143 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of five metres. This parking restriction is to apply at any time.
3. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Councillor McLellan/Deputy Mayor

Carried

8. Gloucester Street (Montreal Street and Durham St North) - Proposed No Stopping Restriction

Committee Comment

1. The Committee noted that recommendations 1. b - e are confirming current practice based on Council decisions prior to 2002. Confirmation at this meeting will provide a digital record.

Committee Resolved CCPRC/2023/00009 Officer recommendations accepted without change

Part C

That the Central City Parking Restrictions Committee:

1. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A:
 - a. That the stopping of vehicles be prohibited at any time on the north side of Gloucester Street from its intersection with Montreal Street and extending in an easterly direction for a distance of 28 metres.
 - b. That the parking of vehicles be restricted to a maximum period of 120 minutes and subject to payment at Parking Meters, (including Pay by Plate machines or any approved means of payment) on the north side of Gloucester Street, commencing at a point 28 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 89 metres. This restriction is to apply 9:00am to 6:00pm, Monday to Sunday.

- c. That a Cycle Stand be installed, on the north side of Gloucester Street, commencing at a point 117 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 2.5 metres. This restriction is to apply at any time.
 - d. That the parking of vehicles be restricted to a maximum period of 120 minutes and subject to payment at Parking Meters, (including Pay by Plate machines or any approved means of payment) on the north side of Gloucester Street, commencing at a point 132.5 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 45 metres. This restriction is to apply 9:00am to 6:00pm, Monday to Sunday.
 - e. That the stopping of vehicles be prohibited at any time on the north side of Gloucester Street, commencing at a point 177.5 metres east of its intersection with Montreal Street and extending in an easterly direction to its intersection with Durham Street North.
2. Approves that any previously approved resolutions be revoked, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, to the extent that they are in conflict with the parking and stopping restrictions described in recommendation 1 above.
 3. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Councillor McLellan/Member Wright

Carried

Secretarial Note:

1. The Committee requested that although the decision is not removing an existing parking space, the affected homeowners are specifically consulted about the changes.
2. The Committee requested an estimate of the net revenue loss as a result of introducing the no stopping restrictions.

6. Tour coaches in the West End

Committee Resolved CCPRC/2023/00010

Part C

That the Central City Parking Restrictions Committee:

Cashel Street (east of Montreal Street)

1. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles be restricted to Passenger Service Vehicles only, for the purposes of setting down or picking up passengers, at any time, on the north side of Cashel Street, commencing at a point 56 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 46 metres.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles be restricted to Passenger Service Vehicles only, for the purposes of setting down or picking up passengers, between the times of 6am to 10pm, Monday to Sunday, on the north side of Cashel Street, commencing at a point 116 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 32 metres.

3. Approves in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 and in accordance with Sections 12.4 (8) of the Land Transport Rule: Traffic Control Devices 2004, that a Taxi Stand be installed on the north side of Cashel Street commencing at a point 116 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 32 metres. This restriction is to apply 10:00pm to 6:00am, Monday to Sunday.
4. Approves in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of five minutes, at any time, on the south side of Cashel Street commencing at a point 98 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 6 metres.

Montreal Street

5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles be restricted to Passenger Service Vehicles only, for a maximum period of 120 minutes, on any day on the west side of Montreal Street, commencing at a point 7 metres north of its intersection with Hereford Street and extending in a northerly direction for a distance of 83 metres.
6. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1-5 above.
7. Approves that resolutions 1-6, take effect when parking signage that evidence the restriction described in this staff report are in place (or removed in the case of revocations).

Member Wright/Councillor McLellan

Carried

7. Replacement of a redundant bus stop with 60 minutes parking restriction on Moorhouse Avenue near Manchester Street
Committee Resolved CCPRC/2023/00011

Part C

That the Central City Parking Restrictions Committee approves:

1. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That all existing parking and stopping restrictions associated with the bus stop on the north side of Moorhouse Avenue commencing at a point 35 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 15.5 metres, be revoked, as shown on Attachment A
 - b. That parking be restricted to 60 minutes on the north side of Moorhouse Avenue commencing at a point 35 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 15.5 metres, as shown on Attachment A.

Deputy Mayor/Councillor McLellan

Carried

The meeting concluded at 11.28am

CONFIRMED THIS 23rd DAY OF FEBRUARY 2024

COUNCILLOR JAKE MCLELLAN
CHAIRPERSON

Unconfirmed

5. Worcester Street - Cambridge Terrace to Montreal Street Parking & Stopping Restrictions

Reference Te Tohutoro: 22/231937

Report of Te Pou Matua: Michael Thomson, Transport Engineer,
michael.thomson@ccc.govt.nz

General Manager Jane Parfitt, Interim General Manager, Infrastructure, Planning &
Pouwhakarae: Regulatory Services, (jane.parfitt@ccc.govt.nz)

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval for parking and stopping restriction changes on the north side of Worcester Street, between Cambridge Terrace & Montreal Street, reconfirm all other existing parking & stopping restrictions on the north side, and reconfirm the no stopping restriction on the south side. This report has been written in response to relocated mobility parks associated with work on the Harley Building, and the opportunity to ensure any former approval for parking & stopping restrictions (for which no records can be found), are discoverable.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

1. Approves that all previously resolved parking and stopping restrictions on the north and south sides of Worcester Street, commencing at its intersection with Cambridge Terrace and extending in a westerly direction to its intersection with Montreal Street, be revoked.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the south side of Worcester Street, commencing at its intersection with Cambridge Terrace and extending in a westerly direction to its intersection with Montreal Street, as detailed on Attachment A.
3. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 15 metres, as detailed on Attachment A.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes and be controlled by Parking Meters (including Pay by Plate machines or any approved means of payment), on the north side of Worcester Street, commencing at a point 15 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of nine metres, as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 6:00pm.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 24 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of seven metres, as detailed on Attachment A.

6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes and be controlled by Parking Meters (including Pay by Plate machines or any approved means of payment), on the north side of Worcester Street, commencing at a point 31 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 16 metres, as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 6:00pm.
7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 47 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of two metres, as detailed on Attachment A.
8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the north side of Worcester Street, commencing at a point 49 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of nine metres, as detailed on Attachment A. This parking restriction is to apply at any time.
9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 58 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of four metres, as detailed on Attachment A.
10. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the north side of Worcester Street, commencing at a point 62 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of five metres, as detailed on Attachment A. This parking restriction is to apply at any time.
11. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 67 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of two metres, as detailed on Attachment A.
12. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that parking be restricted to Motorcycles only, on the north side of Colombo Street, commencing at a point 69 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of seven metres, as detailed on Attachment A. This restriction is to apply at any time.
13. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 76 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of eight metres, as detailed on Attachment A.
14. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes

- and be controlled by Parking Meters (including Pay by Plate machines or any approved means of payment), on the north side of Worcester Street, commencing at a point 84 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of seven metres, as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 6:00pm.
15. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 91 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of two metres, as detailed on Attachment A.
 16. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes and be controlled by Parking Meters (including Pay by Plate machines or any approved means of payment), on the north side of Worcester Street, commencing at a point 93 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 12 metres, as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 6:00pm.
 17. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of five minutes on the north side of Worcester Street, commencing at a point 105 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 12 metres, as detailed on Attachment A This restriction is to apply at any time.
 18. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 117 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of two metres, as detailed on Attachment A.
 19. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of five minutes on the north side of Worcester Street, commencing at a point 119 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 10 metres, as detailed on Attachment A This restriction is to apply at any time.
 20. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that parking be restricted to Motorcycles only, on the north side of Worcester Street, commencing at a point 129 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 11 metres, as detailed on Attachment A. This restriction is to apply at any time.
 21. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 140 metres west of its intersection with Cambridge Terrace and extending in a westerly direction to its intersection with Montreal Street, as detailed on Attachment A.
 22. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The reasons for this report are as follows:
- a) Reconfirm the continuous stopping restriction on the south side.
 - b) Confirm the temporary relocation of two mobility parks on the north side, which were relocated due to repairs to the Harley building.
 - c) Standardise the two mobility parks in line with agreed maximum parking times (for visitors, rather than all day parking) and to apply at any time.
 - d) Reconfirm all other parking & stopping restrictions on the north side, for which former approvals cannot be located.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Apart from the status quo, no other options have been considered.

5. Detail Te Whakamahuki

- 5.1 As part of an interim repair to the building on the corner of Cambridge Terrace and Worcester Street (The Harley Building), two mobility parks were temporarily relocated. Traffic Operations staff recommended that these temporary parks remain, pending approval from this Committee for these parks to remain. The proposed mobility parks are more accessible to the adjoining footpath by wheelchair users and the parking spaces are longer than the original parking spaces, making access easier for some drivers. If the Committee declines this recommendation, the mobility parks will be relocated to their original position outside the Harley Building.
- 5.2 This report provides the opportunity to manage these mobility parks in line with others that have been agreed by CCS Disability Action. That is, a two-hour time limit makes the parks more available for visitors to the city with limited mobility, rather than having these parks unavailable all day by persons (with a permit) who park early in the morning. The default times of a standard parking sign is 8am to 6pm, if no times of application are stated. Staff have been advised that for many, their disability is a 24 /7 concern - not just during the daytime, hence the mobility parks are recommended to apply at any time.
- 5.3 A report has been submitted to this Committee (the plan A area) and to the Papanui -Innes - Central Community Board (outside the plan A area, but within the five Avenues), for all existing mobility parks. Approvals were gained by both the Committee and the Board, for the changes described in 5.2 above.
- 5.4 These two mobility parks were, in effect, not included at that time, as they were not existing /established parks due to their temporary relocation.
- 5.5 Council staff have consulted with all identified businesses on both sides of Worcester Street. No objections have been received regarding the relocation of the mobility parks. The initial proposal was to increase the length of loading zone, by removing some paid parking. Objection to this proposal was received and no change is now proposed.
- 5.6 The Art Gallery has a dedicated loading facility on its Gloucester Street frontage. The Art Gallery has 91 publicly available car parking spaces in the basement. Observations by Traffic Operations staff show that there is usually on-street parking available on the Montreal Street frontage to the gallery.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.2 Transport
 - 6.2.1 Activity: Transport
 - Level of Service: 10.3.1 Provide an optimised balance of Council operated parking spaces in the central city - 60-85% average occupancy

Policy Consistency Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 This proposed change has no effect on Climate change.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 The proposed changes to parking, support better accessibility for mobility parking, motorcycle parking and loading zones.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$1000
- 7.2 Maintenance/Ongoing costs - \$100 per annum
- 7.3 Funding Source - Existing Approved budgets for new Parking Signs & Markings budgets.

8. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 8.2 The Urban Development and Transport Committee has delegated authority from the Council to exercise the delegations as set out in Part D of the Register of Delegations. The Committee has delegated authority to the Central City Parking Restrictions Committee to approve parking and stopping restrictions within the area described as Plan A.
- 8.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.



Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.4 There is no other legal context, issue or implication relevant to this decision.
- 8.5 This report has not been reviewed and approved by the Legal Services Unit

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Any risk relates to a “do nothing” option. The “do nothing” option results in no benefits as described in Section 5 above.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Worcester Street Plan for 23 february 2024 meeting	24/121845	21

Additional background information may be noted in the below table:

Document Name	Location / File Link

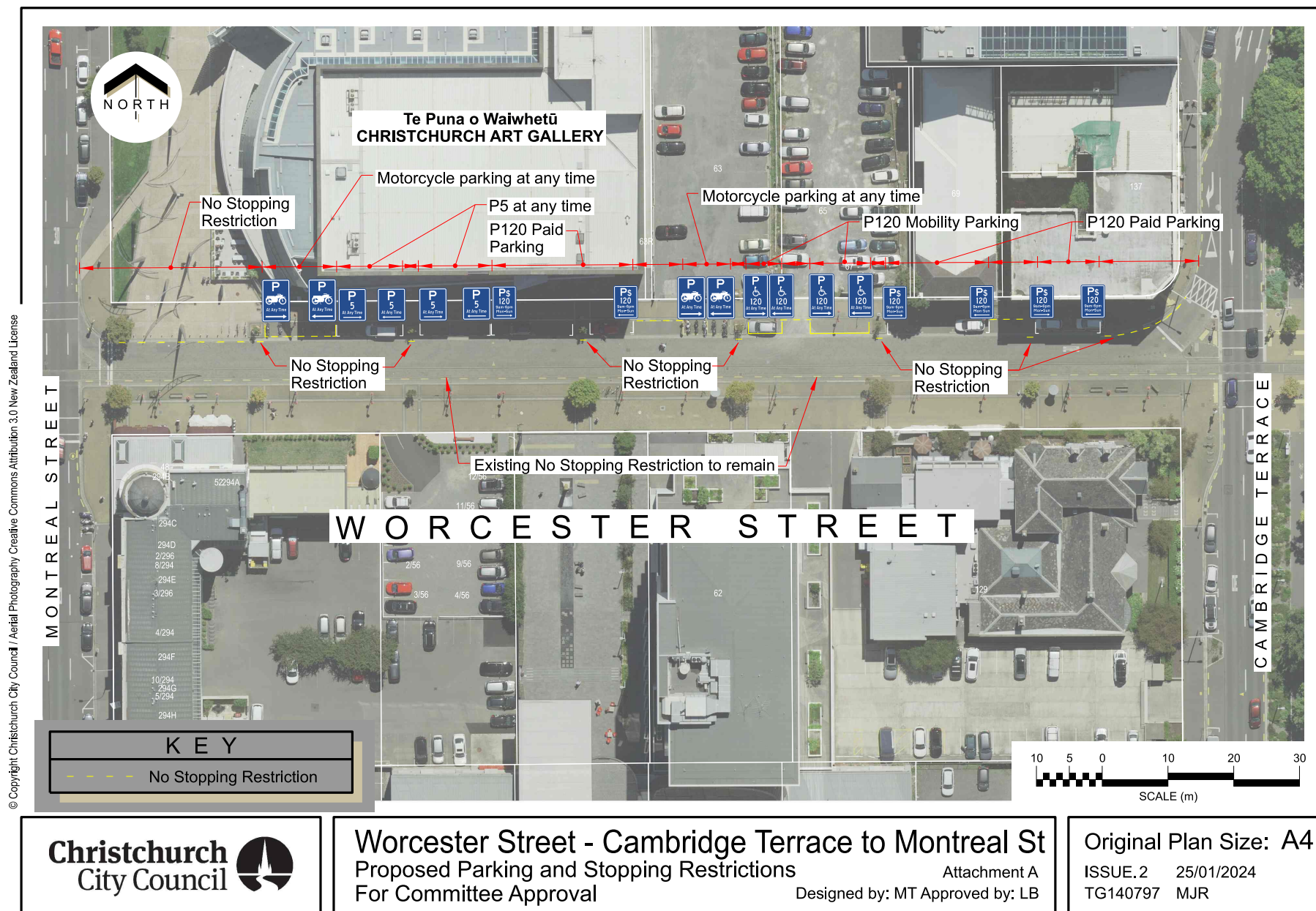
Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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 Ngā Kaiwaitohu

Author	Michael Thomson - Transport Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Jane Parfitt - Interim General Manager Infrastructure, Planning and Regulatory Services



6. Bus Stop 53214 and Colombo Street Parking Changes

Reference / Te Tohutoro: 23/2043801

Report of / Te Pou
Matua: Michael Thomson, Transport Engineer,
michael.thomson@ccc.govt.nz

Senior Manager /
Pouwhakarae: Jane Parfitt, Interim General Manager Infrastructure, Planning and
Regulatory Services (Jane.Parfitt@ccc.govt.nz)

1. Purpose and Origin of Report Te Pūtake Pūrongo

- 1.1 To seek approval to change the hours of operation of Bus Stop 53214 and to relocate the night time taxi stand to Colombo Street beside Ballantynes.
- 1.2 This report has been written in response to changes in the traffic lane layout on Lichfield Street (westbound approach) at the Colombo Street and Lichfield Street intersection and discussion with Environment Canterbury (ECan).
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to implement the parking changes at Bus Stop 53214 on Lichfield Street and the parking spaces on Colombo Street beside Ballantynes in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

Lichfield Street

1. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Lichfield Street from its intersection with Colombo Street and extending in an easterly direction for a distance of 49.5 metres, pertaining to parking and/or stopping restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with the parking and /or stopping restrictions described in recommendation 2 below.
2. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A (Drawing: TG146874, Issue 1: 29/01/2024):
 - a. That the stopping of vehicles be prohibited at all times on the south side of Lichfield Street from its intersection with Colombo Street and extending in an easterly direction for a distance of 32.5 metres.
 - b. That the stopping of vehicles be prohibited on the south side of Lichfield Street, commencing at a point 32.5 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 17 metres. The clearway is to apply 6:00am to 11:00pm, Monday to Sunday.
 - c. That a Bus Stop be installed, on the south side of Lichfield Street, commencing at a point 32.5 metres east of its intersection with Colombo Street and extending in an

easterly direction for a distance of 17 metres. This restriction is to apply 11:00pm to 6:00am the following day, Monday to Sunday.

Colombo Street

3. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, on the west side of Colombo Street from its intersection with Lichfield Street and extending in a northerly direction to its intersection with Cashel Street, pertaining to parking and /or stopping restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with the parking and /or stopping restrictions described in recommendations 4 to 8 below.
4. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A that the stopping of vehicles be prohibited at all times on the west side of Colombo Street from its intersection with Lichfield Street and extending in a northerly direction for a distance of 29 metres.
5. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and in accordance with Section 12.4 (8) of the Land Transport Rule: Traffic Control Devices 2004, the west side of Colombo Street, commencing at a point 29 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 17.5 metres is reserved for Small Passenger Service Vehicles Only, as detailed on Attachment A.
6. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A that the stopping of vehicles be prohibited at all times, on the west side of Colombo Street, commencing at a point 46.5 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 17 metres.
7. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with section 12.4 of the Land Transport Rule: Traffic Control Devices 2004, that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, 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 6.5 metres, as detailed on Attachment A. This restriction is to apply at all times.
8. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A:
 - a. That the stopping of vehicles be prohibited at all times, on the west side of Colombo Street, commencing at a point 70 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 5.5 metres.
 - b. That the parking of all vehicles be restricted to maximum period of 5 minutes, on the west side of Colombo Street, commencing at a point 75.5 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 13 metres.
 - c. That a Loading Zone be installed on the west side of Colombo Street, commencing at a point 88 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 12.5 metres. This Loading Zone is to be restricted to a maximum loading period of 5 minutes and further restricted to Goods Vehicles only.
 - d. That the stopping of vehicles be prohibited at all times, on the west side of Colombo Street, commencing at a point 101 metres north of its intersection with Lichfield Street and extending in a northerly direction to its intersection with Cashel Street.

9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and in accordance with Section 12.4 (8) of the Land Transport Rule: Traffic Control Devices 2004, the west side of Colombo Street, commencing at a point 75.5 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 25.5 metres is reserved for Small Passenger Service Vehicles Only. This restriction is to apply 6:00pm to 8:00am the following day, Monday to Sunday as detailed on Attachment A.
10. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Recent lane changes on Lichfield Street on the eastern approach at the Colombo Street and Lichfield Street intersection requires the kerb side lane to be kept clear during the day to assist the traffic flow on Lichfield Street (east approach). In addition, ECan have requested a bus stop outside of the Bus Interchange's operating hours for 'out of hours' services. Therefore changing the operating hours of Bus Stop 53214 on Lichfield Street beside the Bus Interchange and relocating the night time taxi stand onto Colombo Street besides Ballantynes in accordance with Attachment A are proposed.
- 3.2 The advantages of the recommended option are to:
 - Keep the kerb side lane on Lichfield Street (east approach) clear to assist traffic flow;
 - Address ECan's request for a bus stop outside of the Bus Interchange's operating hours for 'out of hours' services; and
 - Relocate the night time Taxi Stand on Lichfield Street (currently beside the Bus Interchange) to Colombo Street (beside Ballantynes). The hours of operation will change from 10pm-6am to 6pm-8am. This increases the operating hours of the Taxi Stand by 4 hours earlier and 2 hours later, with a total increase of 6 hours. In addition, the number of parking spaces for taxis will increase from two to four spaces.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo – Do nothing.
- 4.2 There are no advantages of this option except it will not incur any cost associated with the proposal for new signs and markings and the removal of existing signs.
- 4.3 The disadvantages of this option include:
 - 4.3.1 There will remain a conflict between buses and taxis with the current arrangement at Bus Stop 53214. Currently, it is a bus stop from 6am -10pm and a Taxi Stand from 10pm to 6am the following day. However, ECan has advised that they would like Bus Stop 53214 to be used for buses between 11pm and 1am and between 4.30am and 6am for 'out of hours' services when it would be too costly to keep the Bus Interchange open.

5. Detail Te Whakamahuki

- 5.1 On Lichfield Street (east approach), the two traffic lanes were changed in June 2023 from a left turn lane and a shared through and right turn lane to a shared left turn and through lane and a right turn lane to improve westbound traffic flow, in particular during the day when vehicles are exiting The Crossing carpark. To facilitate this, the kerb side lane needs to be kept clear so

it can be accessed by as many left and through vehicles as possible when right turning vehicles are queuing.

- 5.2 In addition, ECan has advised that they require an interchange stop (Bus stop 53214) outside of the Bus Interchange operating hours. However, currently Bus stop 53214 only operates as a bus stop during 6am-10pm. When it is required for 'out of hours' services, it currently operates as a Taxi Stand.
- 5.3 The proposal has therefore been developed to resolve the lane changes on Lichfield Street (east approach) and to address ECan's request for Bus Stop 53214 to be used for buses when the Bus Interchange is closed. The 'night time' Taxi Stand is relocated onto Colombo Street outside Ballantynes.
- 5.4 The decision affects the following wards/Community Board areas:
 - 5.4.1 Waipapa Papanui-Innes-Central.

Community Views and Preferences

- 5.5 Consultation with ECan, Ballantynes and the Small Passenger Service Association (formerly the New Zealand Taxi Federation) on the proposed changes were undertaken.
- 5.6 ECan and Ballantynes is supportive of the proposal.
- 5.7 The Small Passenger Service Association advised that three companies responded back to them and they are all supportive of the proposal.
- 5.8 This report also takes the opportunity to reconfirm by resolution the existing no stopping restrictions on Lichfield Street and Colombo Street, the existing 'Small PSV Stand', the existing mobility park, existing P5 spaces and the existing P5 Loading Zone on Colombo Street for clarity. These have not been consulted upon given that they are existing and no other changes are proposed.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.3 Transport
 - 6.3.1 Activity: Transport
 - Level of Service: 10.3.1 Provide an optimised balance of Council operated parking spaces in the central city - 60-85% average occupancy
 - Level of Service: 10.3.3 Maintain customer perception of the ease of use of Council on- street parking facilities - >=50% resident satisfaction
 - Level of Service: 10.4.1 More people are choosing to travel by bus - >=13.7 million people
 - Level of Service: 10.5.42 Increase the infrastructure provision for active and public modes - >= 600 kilometres (total combined length)

Policy Consistency Te Whai Kaupapa here

- 6.4 The decision is consistent with Council's Plans and Policies. It is consistent with the [Central City Parking Policy](#).

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.5 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.6 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 The proposal in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.8 Accessibility for passengers to buses and small passenger service vehicles will be improved due to the proposed changes in the hours of operations of the parking spaces. 'Out of hours' services will be able to access Bus Stop 53214 with the proposal. The relocated 'Taxi Stand' hours of operation will increase by 6 hours and the number of parking spaces for taxis will increase from two to four parking spaces. There is no change to the existing 'Small PSV Stand'.
- 6.9 This proposal also improves accessibility for left turning and through vehicles to access the kerbside lane when right turning vehicles are queuing on Lichfield Street east approach.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$1,100 for the new signs and removal of the existing signs and \$1,500 for investigation, consultation and preparation of this report.
- 7.2 Maintenance/Ongoing costs - to be covered by the area maintenance contract.
- 7.3 Funding Source - Traffic Operations Team Traffic Signs and Markings budget (2023/24).

Other He mea anō

- 7.4 None identified.

8. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.2 Clause 6(2) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to amend or revoke any resolution made under this bylaw at any time.
- 8.3 The committee has delegated authority from the Council to exercise the delegations as set out in Part D of the Delegations Register. The committee has delegated authority to approve parking and stopping restrictions within the area described as Plan A of the Delegations Register.
- 8.4 The installation of any signs and road markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.5 There are no other legal implications relevant to this decision regarding on-street parking or no stopping management.

- 8.6 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.3.


9. Risk Management Implications Ngā Hiraunga Tūraru

- 9.1 None identified.

10. Next Steps Ngā Mahinga ā-muri

- 10.1 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Bus Stop 53214 and Colombo Street - parking changes	24/22906	29

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

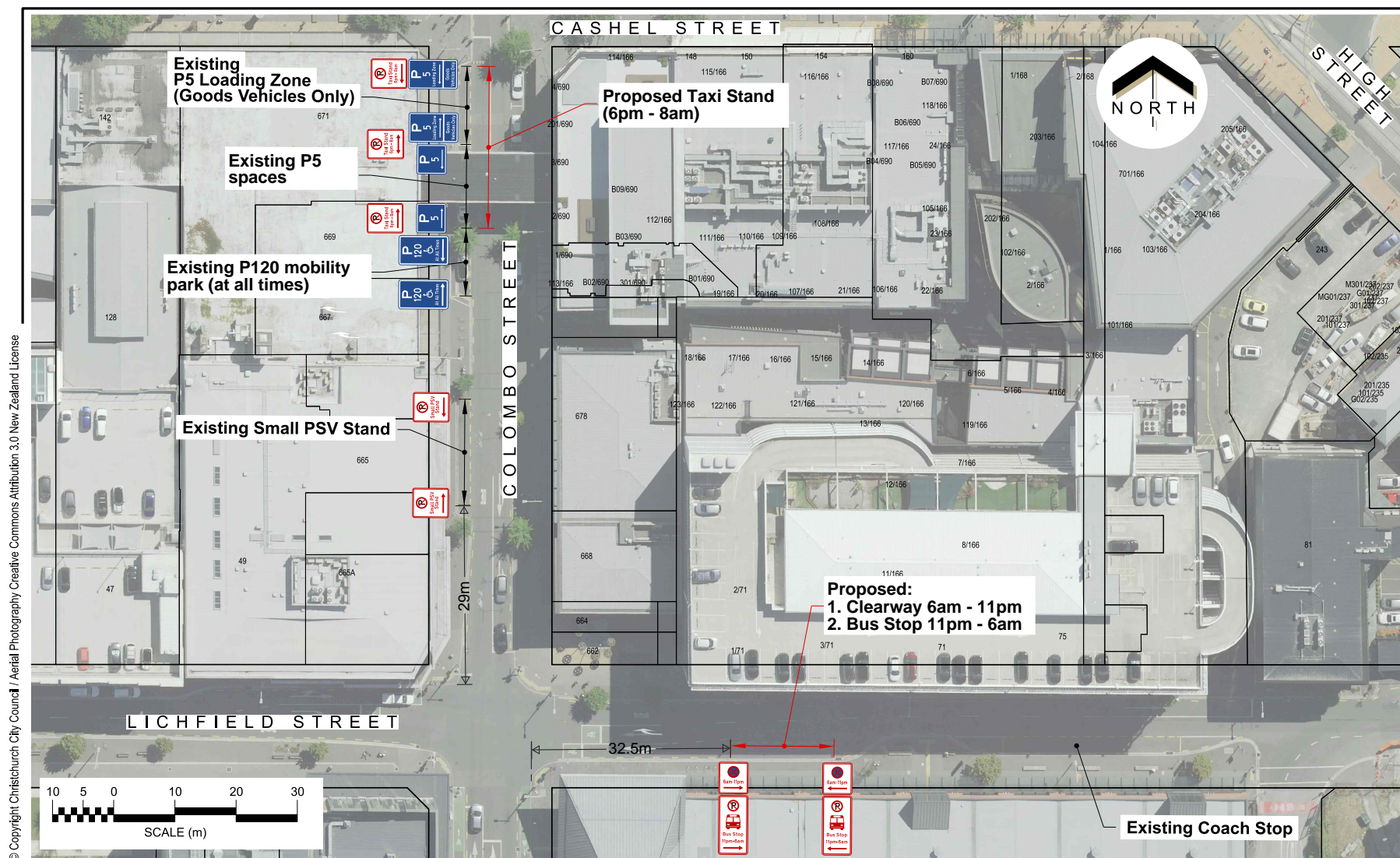
(a) This report contains:

- (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 Ngā Kaiwaitohu

Authors	Patricia Su - Passenger Transport Engineer Michael Thomson - Transport Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Jane Parfitt - Interim General Manager Infrastructure, Planning and Regulatory Services



7. Manchester Street, Gloucester Street to Armagh Street - Proposed No Stopping and Parking Restrictions

Reference Te Tohutoro:	24/80113
Report of Te Pou Matua:	Michael Thomson, Transport Engineer. michael.thomson@ccc.govt.nz
Senior Leader Pouwhakarae:	Jane Parfitt, Interim General Manager Infrastructure, Planning & Regulatory Services, (Jane.Parfitt@ccc.govt.nz)

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to legalise the changed parking and stopping restrictions on Manchester Street, between Gloucester Street and Armagh Street. This report has been written following changes to on-street parking due to a property development with changed vehicle crossing points.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to Install No Stopping or Parking restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

1. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in recommendations 2-6 below.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Manchester Street, commencing at its intersection with Gloucester Street and extending in a northerly direction for a distance of 23 metres.
3. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of all vehicles be restricted to a maximum period of 10 minutes, on the west side of Manchester Street, commencing at a point 23 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of six metres.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Manchester Street, commencing at a point 29 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of 15 metres.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of all vehicles be restricted to a maximum period of 10 minutes, on the west side of Manchester Street, commencing at a point 44 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of 15 metres.

6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Manchester Street, commencing at a point 59 metres north of its intersection with Gloucester Street and extending in a northerly direction to its intersection with Armagh Street.
7. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Install No Stopping and parking restrictions in accordance with Attachment A. This is to account for a changed layout of the kerbside parking and stopping management, associated with the development of new building that fronts Manchester Street.
- 3.2 Further, best practice for ongoing monitoring, enforcement and legal transparency, the remaining parking and stopping restrictions for this street block are reconfirmed through the staff recommendation process contained with this report.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo – the parking management remains unchanged, following the redevelopment.
- 4.2 The advantages of this option include:
 - 4.2.1 No report required to this Committee.
 - 4.2.2 No physical sign or road marking changes required.
- 4.3 The disadvantages of the option include:
 - 4.3.1 Creates a situation where parking of vehicles conflicts with the newly developed vehicle access on Manchester Street.
 - 4.3.2 Enforcement of non-complying parking and stopping is not legally possible.

5. Detail Te Whakamahuki

- 5.1 The property on the Northwest corner of Gloucester and Manchester Streets, known as 265 Manchester Street and 173 Gloucester Street, has been redeveloped. This includes a new building, formed car park and new vehicle access point onto Manchester Street.
- 5.2 Prior to the development, three metered car parks existed on the Manchester Street frontage to this property. The resulting new vehicle entrance, both removed one car parking space, and the remaining gap between the new vehicle access, and an existing vehicle access immediately on the northern property boundary, is not sufficient for a vehicle to be parked.
- 5.3 The resulting layout can accommodate one space on the immediate south side of the new access point. It is uneconomical to operate and maintain a meter unit to service one car park. The proposal is to change this one car park to a P10. This will be in line with parking immediately adjacent on the north side, outside a backpacker establishment. This will provide consistent parking management for this west side street block on Manchester Street.

Community Views and Preferences

- 5.4 Affected property owners and occupiers of the new development have been consulted, with no objections received for this proposal.

- 5.5 The Team Leader Parking Compliance supports the preferred option.

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.3 Transport
- 6.3.1 Activity: Transport
- Level of Service: 10.3.3 Maintain customer perception of the ease of use of Council on- street parking facilities - >=50% resident satisfaction

Policy Consistency Te Whai Kaupapa here

- 6.4 The recommendations in this report are consistent with the [Central City Parking Policy](#).

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.5 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.6 The decision does not involve a matter of interest to Mana Whenua and will not impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.7 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.8 This proposal improves accessibility for the property owners to enter and exit their properties unimpeded.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - approximately \$300 for the no stopping lines and signage and \$1,000 for investigation and preparation of this report.
- 7.2 Maintenance/Ongoing costs - to be covered by the area maintenance contract.
- 7.3 Funding Source - Traffic Operations Team Traffic Signs and Markings budget (2023/24).

Other

- 7.4 Three car parking spaces were served by a meter. While the amount of parking payment can vary from meter to meter, and due to location, this meter (#3373) was generating \$450 per month, on average.

8. Legal Implications Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report Te Manatū Whakahaere Kaupapa

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.

- 8.2 The committee has delegated authority from the Council to exercise the delegations as set out in Part D of the Delegations Register. The subcommittee has delegated authority to approve parking and stopping restrictions within the area described as Plan A of the Delegations Register.
- 8.3 The installation of any signs and markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 8.4 The property developer has the legal right to a vehicle entrance, which has removed two out of three parking spaces.


Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.5 There is no other legal context, issue or implication relevant to this decision.
- 8.6 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.3.

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 None identified

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Manchester Street Plan for Central City Parking Restrictions Committee 23 February 2024 report.	24/120396	36

In addition to the attached documents, the following background information is available:

Document Name – Location / File Link
Not applicable

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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 Ngā Kaiwaitohu

Author	Michael Thomson - Transport Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Jane Parfitt - Interim General Manager Infrastructure, Planning and Regulatory Services

