

## **Parking Restrictions Subcommittee**

### **AGENDA**

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#### **Notice of Meeting:**

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

**Date:** **Wednesday 5 June 2019**  
**Time:** **2pm**  
**Venue:** **Committee Room 2, Level 2, Civic Offices,  
53 Hereford Street, Christchurch**

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#### **Membership**

Members

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

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**30 May 2019**

Aidan Kimberley  
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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, 3 April 2019](#) be confirmed (refer page 5).

## **4. Public Forum**

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

## **5. Deputations by Appointment**

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

## **6. Petitions**

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

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## Parking Restrictions Subcommittee OPEN MINUTES

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**Date:** Wednesday 3 April 2019  
**Time:** 2.05pm  
**Venue:** Committee Room 2, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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**Present**

Members

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

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3 April 2019

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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/2019/00006**

**Committee Decision**

That the minutes of the Parking Restrictions Subcommittee meeting held on Wednesday, 6 March 2019 be confirmed.

Member Osborne/Member Adamson

Carried

**4. Public Forum**

**Part B**

There were no public forum presentations.

**5. Deputations by Appointment**

**Part B**

There were no deputations by appointment.

**6. Presentation of Petitions**

**Part B**

There was no presentation of petitions.

## 7. Gloucester Street -Colombo Street to Manchester Street. New and Reconfirmed Parking and Stopping Restrictions

### Committee Comment

The Subcommittee discussed mobility parking for people attending a performance at the Isaac Theatre Royal and whether a 120 minute parking restriction will be suitable in this case. The Subcommittee decided to change the staff recommendation by approving a 180 minute parking restriction for the mobility park outside the Theatre.

### Committee Resolved PRSC/2019/00007

#### Part C

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking and stopping restrictions made pursuant to any bylaw, on the north and south sides of Gloucester Street, commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street, be revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the north side of Gloucester Street commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of 15 metres.
3. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the north side of Gloucester Street, commencing at a point 15 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 42 metres. This restriction is to apply Monday to Thursday from 9am to 6pm, and Friday to Sunday 9am to 8:30pm.
4. Approves that the stopping of vehicles be prohibited at any time on the north side of Gloucester Street commencing at a point 57 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of six metres.
5. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the north side of Gloucester Street, commencing at a point 63 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 19 metres. This restriction is to apply Monday to Thursday from 9am to 6pm, and Friday to Sunday 9am to 8:30pm.
6. Approves that the stopping of vehicles be prohibited at any time on the north side of Gloucester Street commencing at a point 82 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 17 metres.
7. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the north side of Gloucester Street, commencing at a point 99 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 29 metres. This restriction is to apply at any time.
8. Approves that the stopping of vehicles be prohibited at any time on the north side of Gloucester Street commencing at a point 128 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of seven metres.

9. Approves that the parking of vehicles be restricted to a maximum period of 180 minutes and be reserved for vehicles with an approved mobility person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4 of the Land Transport-Road User Rule: 2004, on the north side of Gloucester Street, commencing at a point 135 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of eight metres. This restriction is to apply at any time.
10. Approves that the stopping of vehicles be prohibited at any time on the north side of Gloucester Street commencing at a point 143 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of five metres.
11. Approves that a cycle stand be created on the on the north side of Gloucester Street, commencing at a point 148 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of seven metres. This restriction is to apply at any time.
12. Approves that the stopping of vehicles be prohibited at any time on the north side of Gloucester Street commencing at a point 155 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 20 metres. *Note: This No stopping restriction traverses the exit from the New Regent Street Pedestrian Mall.*
13. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the north side of Gloucester Street, commencing at a point 175 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 5.5 metres. This restriction is to apply at any time.
14. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay and Display machines or any approved means of payment) on the north side of Gloucester Street, commencing at a point 180.5 metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 17.5 metres. This restriction is to apply Monday to Thursday from 9am to 6pm, and Friday to Sunday 9am to 8:30pm.
15. Approves that the stopping of vehicles be prohibited at any time on the north side of Gloucester Street commencing at a point 198 metres east of its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester Street.
16. Approves that the stopping of vehicles be prohibited at any time on the south side of Gloucester Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 24 metres.
17. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Gloucester Street, commencing at a point 24 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 34 metres. This restriction is to apply at any time.
18. Approves that the stopping of vehicles be prohibited at any time on the south side of Gloucester Street commencing at a point 58 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 37 metres.
19. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Gloucester Street, commencing at a point 95 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 10 metres. This restriction is to apply at any time.

20. Approves that a motorcycle stand be created on the south side of Gloucester Street, commencing at a point 105 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of four metres. This restriction is to apply at any time.
21. Approves that the stopping of vehicles be prohibited at any time on the south side of Gloucester Street commencing at a point 109 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 44 metres.
22. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Gloucester Street, commencing at a point 153 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 12.5 metres. This restriction is to apply at any time.
23. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved mobility person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4 of the Land Transport-Road User Rule: 2004, on the south side of Gloucester Street, commencing at a point 165.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 14.5 metres. This restriction is to apply at any time.
24. Approves that the stopping of vehicles be prohibited at any time on the south side of Gloucester Street commencing at a point 180 metres west of its intersection with Manchester Street and extending in a westerly direction to its intersection with Colombo Street.
25. Approve 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).

Member Griffiths/Member Adamson

**Carried**

**Meeting concluded at 2.25 pm.**

**CONFIRMED THIS 5<sup>TH</sup> DAY OF JUNE 2019**



## **7. Armagh Street, Durham Street North to Montreal Street- P10**

**Reference:** 19/564046

**Presenter(s):** Michael Thomson, Transport Engineer

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### **1. Purpose of Report**

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve a change from paid parking, restricted to 60 minutes, to ten minute parking outside a convenience store and café on Armagh Street.

### **2. Executive Summary**

- 2.1 Two businesses within the CBD are requesting changes to parking directly outside their premises that will meet their business needs.

### **3. Staff Recommendations**

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the south side of Armagh Street, commencing at its intersection with Durham Street North and extending in a westerly direction to its intersection with Montreal Street, be revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at its intersection with Durham Street North and extending in a westerly direction for a distance of 19 metres.
3. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Armagh Street, commencing at a point 19 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 11 metres. This restriction is to apply at all times.
4. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 30 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 11 metres.
5. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the south side of Armagh Street commencing at a point 41 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 15.5 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.
6. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 56.5 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 21 metres.
7. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Armagh Street, commencing at a point 77.5 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 17.5 metres. This restriction is to apply at all times.
8. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 95 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of three metres.

9. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the south side of Armagh Street commencing at a point 98 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 68.5 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.
10. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 166.5 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of seven metres.
11. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Armagh Street, commencing at a point 173.5 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of seven metres. This restriction is to apply at all times.
12. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 180.5 metres west of its intersection with Durham Street North and extending in a westerly direction to its intersection with Montreal Street.

#### **4. Key Points**

- 4.1 The 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 – Installing a ten minute parking restriction and reconfirming all other kerbside parking & stopping restrictions on this side of the road, within the street block.
  - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
  - 4.3.1 The advantages of this option include:
    - Meets the needs of two specific businesses who rely on short term parking for customers
  - 4.3.2 The disadvantages of this option include:
    - Removes two longer term (sixty minute) paid car parking spaces.

#### **5. Context/Background**

##### **Issue**

- 5.1 Council staff have been approached by the proprietors of a recently established convenience store on Armagh Street, by the intersection of Durham Street North. They are requesting the shorter term P10 parking, in line with other similar businesses.
- 5.2 They consider that they are losing many customers, who are passing by in a motor vehicle, with no opportunity for parking for a relatively quick transaction at the shop. In addition, a significant proportion of the adjacent café business is takeaway, and they also rely on passing customers in motor vehicles.

- 5.3 In addition to the customer parking needs, these businesses are serviced by goods vehicles, delivering supplies. A short term parking area will also assist in providing a safer area for goods vehicles.

### **Strategic Alignment**

- 5.4 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.
- 5.5 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety and more convenient parking.
- 5.6 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

### **Decision Making Authority**

- 5.7 Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 5.8 The Committee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Committee includes the resolution of stopping restrictions and traffic control devices.
- 5.9 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### **Assessment of Significance and Engagement**

- 5.10 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 5.11 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision
- 5.12 The community engagement and consultation outlined in this report reflect the assessment

## **6. Options Analysis**

### **Options Considered**

- 6.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 - Installing a ten minute parking restriction and reconfirming all other kerbside parking & stopping restrictions on this side of the road, within the street block.
  - Option 2 - Do Nothing
- 6.2 No other options were considered.

### **Options Descriptions**

- 6.1 **Option One: Preferred Option:** Installing a ten minute parking restriction and reconfirming all other kerbside parking & stopping restrictions on this side of the road, within the street block.
- 6.1.1 **Option Description:** Described above and in accordance with **Attachment A**.
- 6.1.2 **Option Advantages**
- As above
- 6.1.3 **Option Disadvantages**

- As above

6.2 **Option Two:** Do Nothing

6.2.1 **Option Description:** Retain existing Parking and stopping restrictions

6.2.2 **Option Advantages**

- None identified

6.2.3 **Option Disadvantages**

- Does not meet the needs of the directly affected businesses

## 7. Community Views and Preferences

7.1 Affected property businesses have requested this change. No other businesses are directly affected.

7.2 The Team Leader Parking Compliance supports the preferred option.

## 8. Legal Implications

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

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

8.3 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.

## 9. Next Steps

9.1 Approval is required by the Parking Restrictions subcommittee.

9.2 If approved, the recommendations will be implemented approximately four weeks after the contractor receives the request.

## 10. Options Matrix

Issue Specific Criteria		
Criteria	Option 1 - Install No Stopping Restrictions	Option 2 – Do Nothing
Financial Implications	Cost to Implement	\$300 for the installation of parking signs, plus \$750 for consultation and the preparation of this report
	Maintenance/Ongoing	Covered under the area maintenance contract and effect will be minimal to the overall asset.
	Funding Source	Traffic Operations Budget.
	Impact on Rates	No impact
Environmental Impacts	No impact	No impact
Social & Community Impacts	No impact	No impact
Accessibility Impacts	No impact	No impact

Statutory Criteria		
Criteria	Option 1	Option 2
Impact on Manua Whenua	No impact	No Impact
Alignment to Council Plans & Policies	This option is consistent with Council's Plans and Policies.	NA



## Attachments

No.	Title	Page
A <a href="#">↓</a>	Armagh street (Durham Street North to Montreal Street)	18

## Confirmation of Statutory Compliance

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

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories

<b>Author</b>	Michael Thomson - Transport Engineer
<b>Approved By</b>	Steffan Thomas - Manager Operations (Transport)

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## **8. Salisbury Street, Montreal Street to Durham Street North- P10**

Reference: 19/567162

Presenter(s): Michael Thomson Transport Engineer

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### **1. Purpose of Report**

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve a change from paid parking, restricted to 60 minutes, to ten minute parking outside a new hotel on Salisbury Street.

### **2. Executive Summary**

- 2.1 Property development on the Northeast corner of Salisbury Street, Victoria Street and Montreal Street, includes a new hotel. The hotel developers have requested a short term parking area outside the hotel, in line with parking management adopted at a number of recent hotel developments in the City.
- 2.2 With minimal other parking or stopping restrictions existing within this street block all other restrictions are requested to be confirmed as part of this report.

### **3. Staff Recommendations**

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the north side of Salisbury Street, commencing at its intersection with Montreal Street and extending in an easterly direction to its intersection with Durham Street North, be revoked.
  2. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at its intersection with Montreal Street and extending in an easterly direction for a distance of 19 metres.
  3. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the north side of Salisbury Street commencing at a point 19 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 10 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.
  4. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at a point 29 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of six metres.
  5. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Salisbury Street, commencing at a point 35 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 18 metres. This restriction is to apply at all times.
  6. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at a point 53 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 16 metres.
  7. Approves that a Bus Stop be created on the north side of Salisbury Street commencing at a point 69 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 14 metres.
-

8. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at a point 83 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 14 metres.
9. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at a point 166 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 22 metres.
10. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at a point 219 metres east of its intersection with Montreal Street and extending in an easterly direction to its intersection with Durham Street North.

#### **4. Key Points**

- 4.1 The 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 – Installing a ten minute parking restriction and reconfirming all other kerbside parking & stopping restrictions on this side of the road, within the street block.
  - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
  - 4.3.1 The advantages of this option include:
    - Meets the parking and servicing needs of a newly developed hotel.
  - 4.3.2 The disadvantages of this option include:
    - Removes three longer term (sixty minute) paid car parking spaces.

#### **5. Context/Background**

##### **Issue**

- 5.1 Council staff have been approached by the developers of a new Hotel on the corner of Montreal and Salisbury Streets. Two buildings are near completion. The building on the very corner is to be an office block. The next building, separated by a relatively narrow walkway will be a new hotel, operated by Sudima.
- 5.2 The hotel developers are aware of parking management installed in recent times outside newly developed hotels, and are requesting the same. The parking management to date, that has worked well is the introduction of a 10 minute parking area outside the hotel. This benefits the following:
  - New guests arriving by car before being allocated a hotel park (after check in).
  - Passengers Drop in taxis and tour coaches when being dropped off /picked up.
  - Goods vehicle operators servicing the hotel and other adjacent businesses.
  - Other persons requiring short term parking to visit properties /businesses within the area.

- 5.3 The construction site activities have resulted in a change of parking, to account for the construction zone requirements. A bus stop was located immediately east of the Montreal /Victoria intersection. This Bus Stop has been relocated under the TMP eastwards. Observation of this stop reveals it is actually in a better position now. The lead in to the stop creates a situation where the rear of the bus does not protrude into the live traffic lane, as it would have in the original position. It is therefore proposed to leave the Bus stop in its current position.

### Strategic Alignment

- 5.4 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.
- 5.5 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety and more convenient parking.
- 5.6 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

### Decision Making Authority

- 5.7 Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 5.8 The Committee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Committee includes the resolution of stopping restrictions.
- 5.9 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### Assessment of Significance and Engagement

- 5.10 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 5.11 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision
- 5.12 The community engagement and consultation outlined in this report reflect the assessment

## 6. Options Analysis

### Options Considered

- 6.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 - Installing a ten minute parking restriction and reconfirming all other kerbside parking & stopping restrictions on this side of the road, within the street block.
  - Option 2 - Do Nothing
- 6.2 No other options were considered.

### Options Descriptions

- 6.1 **Option One: Preferred Option:** Installing a ten minute parking restriction and reconfirming all other kerbside parking & stopping restrictions on this side of the road, within the street block.
- 6.1.1 **Option Description:** Described above and in accordance with **Attachment A**.

6.1.2 **Option Advantages**

- As above

6.1.3 **Option Disadvantages**

- As above

6.2 **Option Two: Do Nothing**

6.2.1 **Option Description:** Retain existing Parking and stopping restrictions

6.2.2 **Option Advantages**

- None identified

6.2.3 **Option Disadvantages**

- Does not meet the needs of the directly affected businesses

## 7. Community Views and Preferences

- 7.1 Affected property businesses have requested this change. No other businesses are directly affected.
- 7.2 The Team Leader Parking Compliance supports the preferred option.

## 8. Legal Implications

- 8.1 Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking and stopping restrictions by resolution.
- 8.2 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations.
- 8.3 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.

## 9. Next Steps

- 9.1 Approval is required by the Parking Restrictions subcommittee.
- 9.2 If approved, the recommendations will be implemented approximately four weeks after the contractor receives the request.

## 10. Options Matrix

Issue Specific Criteria		
Criteria	Option 1 - Install No Stopping Restrictions	Option 2 – Do Nothing
Financial Implications	Cost to Implement	\$300 for the installation of parking signs, plus \$750 for consultation and the preparation of this report
	Maintenance/Ongoing	Covered under the area maintenance contract and effect will be minimal to the overall asset.
	Funding Source	Traffic Operations Budget.
	Impact on Rates	No impact
Environmental Impacts	No impact	No impact
Social & Community Impacts	No impact	No impact
Accessibility Impacts	No impact	No impact

Statutory Criteria		
Criteria	Option 1	Option 2
Impact on Manua Whenua	No impact	No Impact
Alignment to Council Plans & Policies	This option is consistent with Council's Plans and Policies.	NA



## Attachments

No.	Title	Page
A <a href="#">↓</a>	Salisbury Street (Durham Street Noth to Montreal Street)	26

## Confirmation of Statutory Compliance

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

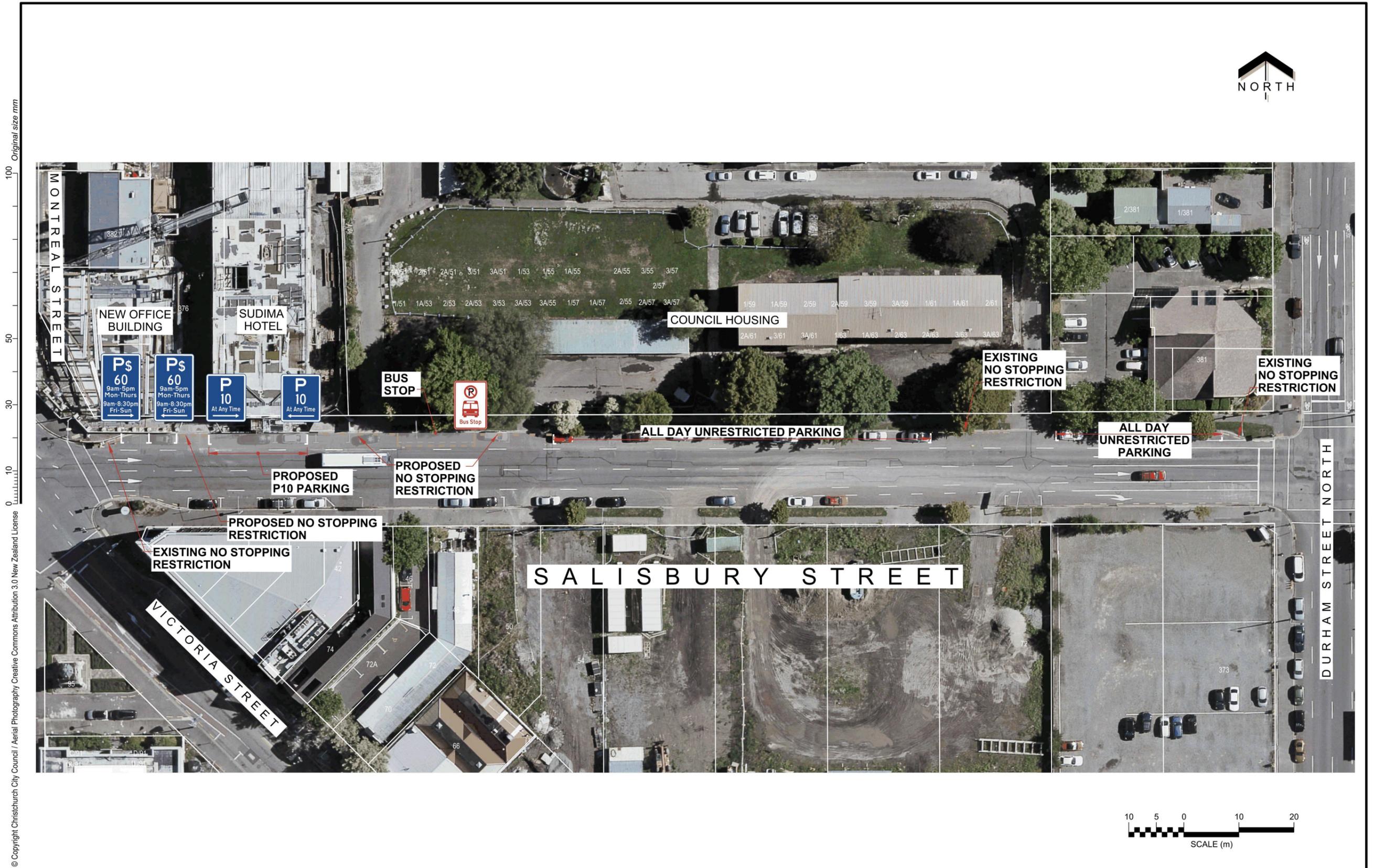
(a) This report contains:

- (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

<b>Author</b>	Michael Thomson - Transport Engineer
<b>Approved By</b>	Steffan Thomas - Manager Operations (Transport)



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## 9. Lichfield Street Car Park Building- All Day Charge Increase

Reference: 19/569436

Presenter(s): Michael Thomson Transport Engineer, Clive Morris Team leader- Parking Operations and Appeals

### 1. Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve a change in the all-day parking fee for the Lichfield Street Car Park Building.

### 2. Executive Summary

- 2.1 The Lichfield street car park building was rebuilt following the 2011 earthquake to provide short stay parking to support the retail precinct.
- 2.2 The current \$10 all-day parking charge, and corresponding occupancy is not supporting the objective of providing short term parking in this building for the retail precinct.
- 2.3 The current average occupancy by all-day parkers within the building over the last three months, has been 45%.
- 2.4 By increasing the all-day charge, staff consider that commuters will find alternative commuting options.

### 3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that the existing \$10 all- day parking charge for parking in the Lichfield Street car park building, be revoked, effective from midnight 30 June 2019.
2. Approves that the all-day parking charge for the Lichfield Street Car Park building be set at \$15.00, effective from midnight on 30 June 2019.

### 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 – Change the all-day parking charge to \$15.00
  - Option 2 - Do Nothing ( Retain existing charge)
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
  - 4.3.1 The advantages of this option include:
    - Improve the balance between long term and short term parking
    - Increase short term parking availability for the retail precinct.
    - Improve the public perception about the availability of short term parking in the building.

4.3.2 The disadvantages of this option include:

- Increasing the charge for all-day parking, may create a negative public opinion.

## **5. Context/Background**

- 5.1 Following the earthquake sequence, the Lichfield Street Car Park building was rebuilt with 805 parking spaces.
- 5.2 This building is seen as a strategic parking asset for the CBD and adjacent retail precinct. At the time of commissioning of the new building in November 2017, the all-day charge was set at \$10 as it was considered competitive and it would encourage use of the facility.
- 5.3 Nearly 18 months later, the CBD has continued developing with increasing retail and business activity. There has also been a resulting return of employment which increases the demand for parking in the CBD.
- 5.4 The occupancy of the building has been recorded. In March 2019, the average all-day parking numbers were 340, in April 2019 were 367, and in May 2019, were 383. These figures relate to Monday – Friday occupancy.
- 5.5 More short term parking availability is likely to see an increase in more visitors to the CBD, particularly adjacent retail developments.

### **Strategic Alignment**

- 5.6 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.
- 5.7 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety and more convenient parking.
- 5.8 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

### **Decision Making Authority**

- 5.9 Clause 8 (1) (e) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to prescribe any charges for the use of a parking place. Note: a Parking building is defined as a parking place in the Bylaw.
- 5.10 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Committee includes the approval of parking charges.

### **Assessment of Significance and Engagement**

- 5.11 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 5.12 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision
- 5.13 The community engagement and consultation outlined in this report reflect the assessment

## 6. Options Analysis

### Options Considered

6.1 The following reasonably practicable options were considered and are assessed in this report:

- Option 1 – Change the all-day parking charge to \$15.00
- Option 2 - Do Nothing (retain the existing charge)

6.2 No other options were considered.

### Options Descriptions

6.1 **Option One: Preferred Option:** Set the all-day charge at \$15.00

6.1.1 **Option Description:** Described above

6.1.2 **Option Advantages**

- As above

6.1.3 **Option Disadvantages**

- As above

6.2 **Option Two:** Do Nothing

6.2.1 **Option Description:** Retain existing all-day charge

6.2.2 **Option Advantages**

- None identified

6.2.3 **Option Disadvantages**

- Does not meet the needs of businesses with the retail precinct.

## 7. Community Views and Preferences

7.1 Affected property businesses have requested this change. No other businesses are directly affected.

## 8. Legal Implications

8.1 Clause 8 (1) (e) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to prescribe any charges for the use of a parking place. Note: a Parking building is defined as a parking place in the Bylaw.

## 9. Next Steps

9.1 Approval is required by the Parking Restrictions subcommittee.

9.2 If approved, the new daily charge will be implemented on 01 July 2019

## 10. Options Matrix

Issue Specific Criteria		
Criteria	Option 1 - Install No Stopping Restrictions	Option 2 – Do Nothing
Financial Implications	Cost to Implement	\$300 for the installation of parking signs, plus \$750 for consultation and the preparation of this report
	Maintenance/Ongoing	Covered under the area maintenance contract and effect will be minimal to the overall asset.
	Funding Source	Traffic Operations Budget.
	Impact on Rates	No impact
Environmental Impacts	No impact	No impact
Social & Community Impacts	No impact	No impact
Accessibility Impacts	No impact	No impact

Statutory Criteria		
Criteria	Option 1	Option 2
Impact on Manua Whenua	No impact	No Impact
Alignment to Council Plans & Policies	This option is consistent with Council's Plans and Policies.	NA

## Attachments

There are no attachments for this report.

## Confirmation of Statutory Compliance

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

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

## Signatories

<b>Authors</b>	Michael Thomson - Transport Engineer Clive Morris - Team Leader Parking Operations and Appeals
<b>Approved By</b>	Steffan Thomas - Manager Operations (Transport) Peter Langbein - Finance Business Partner