Parking Restrictions Subcommittee
AGENDA

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

Date: Wednesday 31 July 2019
Time: 2pm
Venue: Committee Room 1, Level 2, Civic Offices, 53 Hereford Street, Christchurch

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

26 July 2019

Aidan Kimberley
Committee and Hearings Advisor
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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
Affordability
Agility
Equity
Innovation
Collaboration
Prudent Financial Management
Stewardship
Wellbeing and resilience
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
Parking Restrictions Subcommittee
31 July 2019

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 July 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.
Parking Restrictions Subcommittee
OPEN MINUTES

Date: Wednesday 3 July 2019
Time: 2pm
Venue: Committee Room 1, Level 2, Civic Offices, 53 Hereford Street, Christchurch

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

3 July 2019

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The agenda was dealt with in the following order.

1. **Apologies**  
   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/2019/00008  
   That the minutes of the Parking Restrictions Subcommittee meeting held on Wednesday, 5 June 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. Antigua Street- Moorhouse Avenue to St Asaph Street

Committee Comment

The Subcommittee discussed whether the yellow lines around the Halkett street intersection are correctly positioned and noted that staff will report back to confirm this.

Committee Resolved PRSC/2019/00009

Part C

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the east side of Antigua Street, commencing at its intersection with St Asaph Street and extending in a southerly direction to its intersection with Moorhouse Avenue, be revoked.

2. Approves that the stopping of vehicles be prohibited at any time on the east side of Antigua Street commencing at its intersection with St Asaph Street and extending in a southerly direction for a distance of 28.5 metres.

3. Approves that the stopping of vehicles be prohibited at any time on the east side of Antigua Street commencing at a point 177 metres south of its intersection with St Asaph Street and extending in a southerly direction to its intersection with Halkett Street.

4. Approves that the stopping of vehicles be prohibited at any time on the east side of Antigua Street commencing at its intersection with Halkett Street and extending in a southerly direction for a distance of 11 metres.

5. Approves that the stopping of vehicles be prohibited at any time on the east side of Antigua Street commencing at a point 82 metres south of its intersection with Halkett Street and extending in a southerly direction to its intersection with Moorhouse Avenue.

6. Note that staff will report back to the Subcommittee to confirm the yellow lines in resolution 3.

7. 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 Adamson/Member Osborne  Carried

8. Moorhouse Avenue at Harvey Norman Centre -Proposed No Stopping Restrictions

Committee Resolved PRSC/2019/00010

Part C

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the south side of Moorhouse Avenue, commencing at its intersection with Colombo Street and extending in a westerly direction to its intersection with Durham Street South, be revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 25.5 metres

3. Approves that a Bus Stop be created on the south side of Moorhouse Avenue, commencing at a point 25.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 24.5 metres.

4. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing a point 50 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of four metres.

5. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue commencing a point 54 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 26 metres.

6. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing a point 54 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 26 metres. This restriction is to apply from 10:00 pm to 6:00 am the following day, on any day.

7. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing a point 80 metres west of its intersection with Colombo Street and extending in a westerly direction to its intersection with Durham Street South.

8. 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

9. Barbadoes Street - Tuam Street to St Asaph Street- Proposed Sixty Minute (P60) Parking

Committee Resolved PRSC/2019/00011 Part C

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the east side of Barbadoes Street, commencing at its intersection with Tuam Street and extending in a southerly direction to its intersection with St Asaph Street, be revoked.

2. Approves that the stopping of vehicles be prohibited at any time on the east side of Barbadoes Street commencing at its intersection with Tuam Street and extending in a southerly direction for a distance of 21 metres.

3. Approves that the parking of vehicles be restricted to a maximum period of sixty minutes, on the east side of Barbadoes Street, commencing at a point 21 metres south of its intersection with Tuam Street and extending in a southerly direction for a distance of 27 metres.
4. Approves that the stopping of vehicles be prohibited at any time on the east side of Barbadoes Street commencing at a point 93 metres south of its intersection with Tuam Street and extending in a southerly direction to its intersection with St Asaph Street.

5. Approves 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 Osborne/Member Griffiths

Meeting concluded at 2.51pm.

CONFIRMED THIS 31ST DAY OF JULY 2019
7. **Montreal Street - Proposed Loading Zone for Authorised Vehicles only**

Reference: 19/345204  
Presenter(s): Michael Thomson, Transport Engineer

1. **Purpose of Report**
   
   1.1 The purpose of this report is for the Parking Restrictions Subcommittee to receive the findings of the trial of Authorised Vehicles Only Loading Zones and to consider making these zones permanent on Montreal Street.

2. **Executive Summary**
   
   2.1 The loading/unloading activities of Vehicle Transporters have been causing safety and congestion issues on Montreal Street at three significant car dealerships.

   2.2 These vehicles have not had any practical or reasonable alternative to park, and therefore have been double parking.

   2.3 A trial of creating dedicated loading zones for these vehicles has been considered as successful and it is proposed to make these zones a permanent facility.

3. **Staff Recommendations**
   
   That the Parking Restrictions Subcommittee:

   1. Approves that any parking and stopping restrictions on the west side of Montreal Street, commencing at its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with St David Street, be revoked.

   2. Approves that any parking and stopping restrictions on the east side of Montreal Street, commencing at its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with Wilmer Street, be revoked.

   3. Approves that the stopping of vehicles be prohibited at any time on the west side of Montreal Street commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 12 metres.

   4. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Montreal street, commencing at a point 12 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 27 metres.

   5. Approves that the stopping of vehicles be prohibited at any time on the west side of Montreal Street commencing at a point 39 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of seven metres.

   6. Approves that Loading Zone for authorised vehicles only be created on the west side of Montreal Street commencing at a point 46 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 24 metres. This restriction is to apply at any time, and a register of authorised vehicles will be held by the Parking Compliance team.

   7. Approves that the stopping of vehicles be prohibited at any time on the west side of Montreal Street commencing at a point 70 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with St David Street.
8. Approves that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 19 metres.

9. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Montreal street, commencing at a point 19 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 64 metres.

10. Approves that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at a point 83 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of six metres.

11. Approves that Loading Zone for authorised vehicles only be created on the east side of Montreal Street commencing at a point 89 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 54 metres. This restriction is to apply at any time, and a register of authorised vehicles will be held by the Parking Compliance team.

12. Approves that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at a point 143 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with Wilmer Street.

13. 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).

4. Key Points

   4.1 This recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the Councils Long Term Plan (2018 - 2028)

   4.2 The following feasible options have been considered:

   - Option 1 – Install dedicated loading zones (Preferred Option)
   - Option 2 – Return to pre-trial parking.

   4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

   4.3.1 The advantages of this option include:

   - Reduces the risk of a collision due to removal of “squeeze points” created by double parking.
   - Reduces congestion by removal of double parked, large vehicles.

   4.3.2 The disadvantages of this option include:

   - Removes car parking spaces.

5. Context/Background

   Issue

   5.1 Car dealerships within the CBD require delivery of vehicles to their yards and showrooms. This delivery mostly occurs using larger vehicles that can transport/deliver up to eight vehicles.
5.2 Safety concerns have been identified/raised on Montreal Street, just north of Moorhouse Avenue, where car transporter vehicles were invariably double parking as there had not been available areas for these vehicles to load/unload vehicles away from the live traffic lanes on Montreal Street.

5.3 The Linwood –Central –Heathcote Community Board has requested staff to investigate this issue, as there have been reports of incidents for cyclists and motor vehicles, having to negotiate around these large, double parked vehicles.

5.4 In addition to the safety concerns when “squeeze points” are created for passing motorists and cyclists, double parked transporter vehicles, particularly in the morning peak traffic flows, caused traffic congestion on Montreal Street, which sometimes extended back to, and through the intersection of Moorhouse Avenue.

5.5 While this area is within the Central Ward of Council, this area is within the Parking Restrictions Subcommittee area of responsibility for parking and stopping restrictions, as defined on Plan A with the Delegations Register.

5.6 While it is an infringement to double-park, there is a possible legal defence if it is not reasonable or practical to carry out loading/unloading activities in any other manner.

5.7 “Reasonable or practical” can be a subjective matter. Council staff are advised that the Port Company requires prompt clearance of vehicles from the port, hence transporting activities occurring at busy traffic times. Therefore, transporting of vehicles at, say, night time can be both impractical and not meeting the needs of the Port Company.

5.8 Council Parking Compliance staff have issued infringement notices to various operators, however this does not solve the safety issues of the double parking. A potential solution has therefore been trialled, following the process available which is contained within the Bylaw.

5.9 Under Clauses 9 (2) and (4) of the operative Christchurch City Council 2017 Traffic and Parking Bylaw, a trial has been conducted.

5.10 Clause 9 (2) states “If an authorised officer is of the opinion that any parking place should be temporarily discontinued as a parking place, except for the use by specified vehicles or classes of vehicle, the authorised officer may authorise the placement of a sign or other controls that sufficiently reserves parking, stopping or standing provisions for specified vehicles or classes of vehicles at such parking place.”

5.11 Clause 9 (4) states “Any sign or traffic control installed under this clause must be removed after a period of three months from installation unless the Council, by resolution, has approved its continued use.”

5.12 An Authorised Officer means an officer or other person appointed by Council to perform duties, or give permissions under this bylaw. The Team Leader, Parking Compliance is duly authorised to enact the changes required as part of the three month trial.

5.13 Council Traffic Operations and Parking Compliance Staff initiated the trial on 07 May 2019, with a trial end date of 07 August 2019.

5.14 Council staff have sought feedback from all affected persons/organisations, to gauge whether the trial has been successful, or not. The officer’s recommendations within this report are based on the feedback from:

5.14.1 The three vehicle dealership companies who use the services of the transporters.
5.14.2 The five identified national vehicle transporter companies - who use the Loading Zones
5.14.3 The Council’s Parking Compliance team, who monitor the site.
5.15 The feedback is contained within the Community Views and Preferences section below.

**Strategic Alignment**

5.16 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.

5.17 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.

5.18 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**

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

5.20 Clause 8 (1) (c) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to specify the vehicles or classes of vehicle that can use or must not use a parking place or transport station or zone parking area by resolution.

5.21 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 resolution of parking and stopping restrictions within the Plan A. area of the CBD, as set out in the Delegations Register. Note: the Linwood –Central –Heathcote Community Board will be advised of this Committee’s decisions as they have concerns and have created an InfoCouncil action on this issue.

**Assessment of Significance and Engagement**

5.22 The decisions in this report are of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

5.23 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

5.24 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** – Approve the trialled Loading Zones as permanent (preferred option)
- **Option 2** – Return to status quo (pre-trial situation)

6.2 No other options were considered.

**Options Descriptions**

6.1 **Option One: Preferred Option:**

6.1.1 **Option Description:** Approve the trialled Loading Zones in accordance with Attachment A. Two transporter vehicles can be accommodated on the east side, between a vehicle crossing into Blackwells Motors and the intersection at Wilmer Street. One transporter can be accommodated on the west side, between a vehicle access to the Miles Group/ Wheeler Motors dealerships and St David Street.

6.1.2 **Option Advantages**
• Provision of loading area for an ongoing vehicle transporter activity.
• Improves safety for passing road users, particularly cyclists, by removing the double parking activity.
• Removes the traffic congestion encountered prior to the trial, due to the double parking activity.

6.1.3 Option Disadvantages

• Removal of approximately nine P60 parks on the east side and approximately four unrestricted (all-day) parks on the west side.

6.2 Option Two: Do Nothing

6.2.1 Option Description: The trial ends on 07 August 2019 and the parking reverts to the pre-trial status.

6.2.2 Option Advantages

• Apart from a few all day parks retained, no identified advantages. Note: Blackwells Motors are not concerned about the loss of the P60 parking on their side, which they originally requested.

6.2.3 Option Disadvantages

• Does not address the safety and congestion concerns

7. Community Views and Preferences

7.1 The following lists the feedback on this trial:

7.2 The Team Leader Parking Compliance supports the preferred option, with feedback as follows:

"From an enforcement perspective the trial has worked extremely well. To date, parking compliance have issued ten infringement notices and towed eight vehicles. The good news is, the last vehicle that was issued an infringement notice was on the 6th of June with no further vehicles offending since that date. All evidence to date suggests that the road safety concerns have been resolved and we therefore, support dedicated loading zones at this location". Note: this advice was received on 25 June 2019, and since that time, no further issues have arisen.

7.3 The three car sales businesses have been contacted with feedback as follows:

Blackwells Motors CEO: “Good morning Mike, from Blackwells perspective it is working well”.

Miles Group Service Manager: “…common sense must say that it can only be better and safer for all involved”.

Wheeler Motor Group Owner: Comment that no issues have been seen or heard of.

7.4 The five identified Vehicle Transporter companies have been contacted, with feedback as follows:

The CAR Distribution Group- Dispatch Supervisor:

The feedback from my drivers do support the loading zones on Montreal Street though they have mentioned that some of the trees need trimming (between Moorhouse and St David Street). Note: The trees are on the Miles Group land. They have been notified and are arranging trimming.
Carr & Haslam Limited

Hi Mike, for the Industry I believe there has been a very positive effect from this. Other vehicles (not transporters) have been moved from the designated areas by your compliance team, and this has allowed transporter access to those sites adjacent to the trial zones. The sites suit CDG and PTS more than us, as our clients are in different areas. My feeling is that the trial should be deemed successful, and designated zones established permanently. We’d love one closer to our client Armstrong Subaru, in particular. We appreciate your efforts to facilitate this trial, and consider it a success.

Note: I have advised that once this site is resolved, Council can consider other sites.

Other Transporter Companies: At the time of writing, the other three identified transporter companies have not responded.

8. Legal Implications

8.1 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 Clause 8 (1) (c) of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to specify the vehicles or classes of vehicle that can use or must not use a parking place or transport station or zone parking area by resolution.

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.

9. Next Steps

9.1 Approval is required by the Parking Restrictions Subcommittee

9.2 If the officer’s recommendations are approved, the existing trial signage will remain after the trial end date of 07 August 2019.
10. Options Matrix

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Issue Specific Criteria</th>
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<tbody>
<tr>
<td></td>
<td><strong>Option 1 - Install No Stopping Restrictions</strong></td>
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<td></td>
<td><strong>Option 2 – Do Nothing</strong></td>
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<td><strong>Financial Implications</strong></td>
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<tr>
<td>Cost to Implement</td>
<td>$500 for the installation of traffic controls, plus $750 for consultation and the preparation of this report</td>
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<tr>
<td></td>
<td>$750 for consultation and the preparation of this report</td>
</tr>
<tr>
<td>Maintenance/Ongoing</td>
<td>Covered under the area maintenance contract and effect will be minimal to the overall asset.</td>
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<td></td>
<td>$0</td>
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<tr>
<td>Funding Source</td>
<td>Traffic Operations Budget.</td>
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<td>Existing staff budgets</td>
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<td>Impact on Rates</td>
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<td>Environmental Impacts</td>
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<td>Social &amp; Community Impacts</td>
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<td>Accessibility Impacts</td>
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<table>
<thead>
<tr>
<th>Statutory Criteria</th>
<th><strong>Option 1</strong></th>
<th><strong>Option 2</strong></th>
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<tbody>
<tr>
<td>Impact on Manua Whenua</td>
<td>No impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>Alignment to Council Plans &amp; Policies</td>
<td>This option is consistent with Council’s Plans and Policies.</td>
<td>This option is inconsistent with Council’s Infrastructure Design Standard.</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Author</th>
<th>Michael Thomson - Transport Engineer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved By</td>
<td>Stephen Wright - Team Leader Traffic Operations</td>
</tr>
<tr>
<td></td>
<td>Steffan Thomas - Manager Operations (Transport)</td>
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</tbody>
</table>
8. Lichfield Street - Oxford Terrace to Colombo Street - Proposed Parking and No Stopping Restrictions

Reference: 19/595664
Presenter(s): Michael Thomson Transport Engineer

1. Purpose of Report

1.1 The purpose of this report is for the Parking Restrictions Subcommittee to consider and approve a review of the parking and stopping restrictions on the northern side of Lichfield Street, between Oxford Terrace and Colombo Street.

2. Executive Summary

2.1 Significant developments have occurred or are under construction on Lichfield Street between Oxford Terrace and Colombo Street, including the Ballantynes store extension (under construction), the Council’s replacement car parking building at 33 Lichfield Street, the completion of the Justice and Emergency Services Precinct, and the Hoyts (EntX) cinema complex. Also currently under construction is the new Riverside Market development, expected to open within the next few months.

2.2 The developers of Riverside Market have contacted Council staff regarding their identified needs for the availability of adjacent on-street loading and servicing arrangements to Lichfield Street, along with some limited customer short stay parking needs.

2.3 This report outlines a series of proposed parking resolutions for the north side of Lichfield Street expected to meet the reasonable on street servicing needs of the Riverside Market development, and which have the support of the Riverside Market management team. In addition, kerbside parking outside Ballantynes was reviewed with store management staff.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the north side of Lichfield Street, commencing at its intersection with Colombo Street and extending in a westerly direction to its intersection with Oxford Terrace, be revoked.

2. Approves that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 52 metres.

3. Approves that a Loading Zone, restricted to Goods Vehicles only, and further restricted to a maximum period of 10 minutes, be created on the north side of Lichfield Street, commencing at a point 52 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 27 metres. This restriction is to apply between the hours of 4.00am and 6.00pm on any day.

4. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the north side of Lichfield Street, commencing at a point 52 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 27 metres. This restriction is to apply between the hours of 6.00pm to 4:00am the following day, on any day.
5. Approves that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at a point 79 metres west of its intersection with Colombo street and extending in a westerly direction for a distance of 50 metres.

6. Approves that a Loading Zone, restricted to Goods Vehicles only, and further restricted to a maximum period of 10 minutes, be created on the north side of Lichfield Street, commencing at a point 129 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 12 metres. This restriction is to apply between the hours of 4.00am and 6.00pm on any day.

7. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the north side of Lichfield Street, commencing at a point 129 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 12 metres. This restriction is to apply between the hours of 6.00pm to 4:00am the following day, on any day.

8. Approves that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at a point 141 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 36 metres.

9. Approves that a Loading Zone, restricted to Goods Vehicles only, and further restricted to a maximum period of 10 minutes, be created on the north side of Lichfield Street, commencing at a point 177 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 12 metres. This restriction is to apply between the hours of 4.00am and 6.00pm on any day.

10. Approve that the parking of vehicles be limited to a maximum period of five minutes on the north side of Lichfield Street, commencing at a point 177 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 12 metres. This restriction is to apply between the hours of 6:00pm and 4:00am the following day, on any day.

11. Approves that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at a point 189 metres west of its intersection with Colombo street and extending in a westerly direction for a distance of five metres.

12. Approves that a Loading Zone, restricted to Goods Vehicles only, and further restricted to a maximum period of 10 minutes, be created on the north side of Lichfield Street, commencing at a point 194 metres west of its intersection with Colombo street and extending in a westerly direction for a distance of 12 metres. This restriction is to apply between the hours of 4.00am and 6.00pm on any day.

13. Approve that the parking of vehicles be limited to a maximum period of five minutes on the north side of Lichfield Street, commencing at a point 194 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 12 metres. This restriction is to apply between the hours of 6:00pm and 4:00am the following day, on any day.

14. Approves that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at a point 206 metres west of its intersection with Colombo Street and extending in a westerly direction to its intersection with Oxford Terrace.

15. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
4. **Key Points**

4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Council’s Long Term Plan (2018 - 2028)](https://www.christchurchcity.govt.nz/council/long-term-plan/). 

4.2 The following feasible options have been considered:

- **Option 1** – Install new short stay loading and associated parking restrictions on the north side of Lichfield Street, between Oxford Terrace and Colombo Street, to enable reasonable adjacent on-street servicing arrangements in support of the operation of the Riverside Market development, and Ballantynes Department store.
- **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 needs of recent significant developments within this street block – and especially the forthcoming opening of the Riverside Market development and Ballantynes’ store extension.
- Enables parking compliance to be achieved in accordance with the established parking resolutions.

4.3.2 The disadvantages of this option include:

- None identified

5. **Context/Background**

**Issue**

5.1 The Council, at its meeting on 11 December 2014, approved parking and stopping restrictions on this block of Lichfield street as part of the An Accessible City programme of street works in support of the Christchurch Central Recovery Plan.

5.2 Significant developments have, or are occurring throughout this Lichfield Street block, including Ballantynes’ store extension (under construction), the replacement car parking building at 33 Lichfield Street, the completion of the Justice and Emergency Services Precinct, and the Hoyts (EntX) cinema complex, together with the Riverside Market development which is currently under construction.

5.3 The developers of Riverside Market have contacted Council staff regarding their identified needs for the availability of adjacent on-street loading and servicing arrangements for the market.

5.4 In detail, the Riverside Market management team have requested the availability of parking spaces on Lichfield Street adjacent to the market’s southern servicing door to enable access for small goods delivery and removal of waste etc. This activity will occur during the early hours of the morning and throughout the daytime. In the evening, it is expected that there will be significant activity with the pick-up and delivery of takeaway food and pick up / drop off of market patrons – and so these spaces would best operate as P5 spaces during evenings and overnight.

5.5 There are two on street parking spaces to the immediate east of the market site – and the resolutions proposed would also enable these to be operated as P10 servicing parks during daytime hours – and P5 evenings and overnight. Similar arrangements would apply to the
parking spaces south of Ballantynes store extension and the Lichfield Street Car Parking building.

5.6 Council staff understand that these arrangements are considered optimum to best support the forthcoming Riverside Market development and the Ballantynes store extension. The proposed arrangements are also consistent with the priorities established for on-street parking spaces under An Accessible City and the supporting Christchurch Central Parking Plan of 2015.

Strategic Alignment

5.7 This proposal is consistent with the Community Outcome of supporting a Liveable City, through supporting a vibrant, well connected and accessible central city.

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).

5.9 The recommendations are also consistent with the deployment of on-street parking provision on Lichfield Street under An Accessible City – and the principles of the Christchurch Central Parking Plan (2015) which prioritises on–street spaces being utilised for on–street loading and servicing as well as short stay / high turnover parking needs.

Decision Making Authority

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

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

Assessment of Significance and Engagement

5.12 The decisions in this report are of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

5.13 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

5.14 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 – Review the Lichfield Street north side parking and stopping restrictions (between Oxford Terrace and Colombo Street) in order to meet the reasonable servicing and short stay parking needs of the forthcoming Riverside Market development and Ballantynes Department Store.

- Option 2 - Do Nothing

6.2 No other options were considered.

Options Descriptions

6.3 **Option One: Preferred Option:** Review and modify as appropriate all parking and stopping restrictions on the north side of Lichfield Street, between Oxford Terrace and Colombo Street.

6.3.1 **Option Description:** Change parking and stopping within this street block in accordance with Attachment A.
6.3.2 **Option Advantages**
- Meets the reasonable parking and loading needs for the completed and under construction developments along the northern side of Lichfield Street between Oxford Terrace and Colombo Street.

6.3.3 **Option Disadvantages**
- None identified

6.4 **Option Two: Do Nothing**

6.4.1 **Option Description**: Retain kerbside management in line with the pre development situation that existed in 2014.

6.4.2 **Option Advantages**
- None identified

6.4.3 **Option Disadvantages**
- Does not meet the reasonable on street servicing and short stay visitor parking needs of adjacent developments on the north side of Lichfield Street between Oxford Terrace and Colombo Street.

7. **Community Views and Preferences**

7.1 Affected property developers have requested the recommended option.

7.2 No residents or other properties are directly affected by this decision.

7.3 The Team Leader Parking Compliance supports the preferred option.

8. **Legal Implications**

8.1 The installation of any signs and/or markings associated with traffic control devices 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 – which would enable the restrictions to be in place to accompany the opening of the Riverside Market development (anticipated to be in Q4, 2019).

**Attachments**

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<tr>
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<th>Title</th>
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<tr>
<td>A</td>
<td>Lichfield Street - Colombo Street to Oxford Terrace</td>
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**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

| Authors                  | Michael Thomson - Transport Engineer  
|                         | Tim Cheesebrough - Senior Transport Planner |
| Approved By             | Stephen Wright - Team Leader Traffic Operations  
|                         | Steffan Thomas - Manager Operations (Transport) |
9. **Lichfield Street - Madras Street to Manchester Street - Proposed Parking and Stopping Restrictions**

Reference: 19/353008  
Presenter(s): Michael Thomson, Transport Engineer

1. **Purpose of Report**  
   1.1 The purpose of this report is for the Parking Restrictions Subcommittee to consider and approve time restricted, hourly tariff parking only, for the existing on street paid parking, replacing the all-day paid parking on Lichfield Street, between Manchester and Madras Streets, and reconfirm other parking in this street block.

2. **Executive Summary**  
   2.1 The current all day paid parking in the CBD, installed as a temporary measure post – earthquakes, does not meet today’s parking needs for for business, hospitality and retail customers.
   
   2.2 A return to the Hourly tariff will assist the above as part of the recovery of the Christchurch CBD.

3. **Staff Recommendations**  
   That the Parking Restrictions Subcommittee:
   
   1. Approves that all parking and stopping restrictions on the north side of Lichfield Street, commencing at its intersection with Manchester Street and extending in an easterly direction to its intersection with Madras Street, be revoked.
   
   2. Approves that all parking and stopping restrictions on the south side of Lichfield Street, commencing at its intersection with Madras Street and extending in a westerly direction to its intersection with Manchester Street, be revoked.
   
   3. Approves that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 10.5 metres.
   
   4. 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 north side of Lichfield Street commencing at a point 10.5 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 38 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.
   
   5. Approves that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at a point 48.5 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 19.5 metres.
   
   6. 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 north side of Lichfield Street commencing at a point 68 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 25 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.
7. Approves that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at a point 93 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 11 metres.

8. 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 north side of Lichfield Street commencing at a point 104 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 87 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.

9. Approves that the stopping of vehicles be prohibited at any time on the north side of Lichfield Street commencing at a point 191 metres east of its intersection with Manchester Street and extending in an easterly direction to its intersection with Madras Street.

10. Approves that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street commencing at its intersection with Madras Street and extending in a westerly direction for a distance of six metres.

11. 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 Lichfield Street commencing at a point six metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 30.5 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.

12. Approves that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street commencing at a point 36.5 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 13.5 metres.

13. 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 Lichfield Street commencing at a point 50 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 42.5 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.

14. Approves that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street commencing at a point 92.5 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 19 metres.

15. 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 Lichfield Street commencing at a point 111.5 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 24 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.

16. Approves that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street commencing at a point 135.5 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 5.5 metres.

17. Approves a motorcycle stand be created on the south side of Lichfield Street commencing at a point 141 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 3.5 metres. This restriction is to apply at any time.

18. 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 Lichfield Street commencing at a point 144.5 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 11.5 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.
19. Approves that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street commencing at a point 156 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of eight metres.

20. Approves that a Small Passenger Service Vehicle Stand (Taxi Stand) be created on the south side of Lichfield Street commencing at a point 164 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 29 metres. This restriction is to apply on any day, between 10:00pm and 6:00am the following day.

21. Approves that a Coach Stop be created on the south side of Lichfield Street commencing at a point 164 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 29 metres. This restriction is to apply on any day, between 6:00am and 10:00 pm.

22. Approves that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street commencing at a point 193 metres west of its intersection with Madras Street and extending in a westerly direction to its intersection with Manchester Street and High Street.

23. 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).

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 – Remove all day paid parking and return paid parking to Hourly tariff.
- Option 2 – Status Quo

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Assists with the recovery of the CBD, by freeing up on street parking for business, Hospitality and retail customers.

4.3.2 The disadvantages of this option include:

- Removes all day parking opportunities.

5. Context/Background

Issue

5.1 Following the earthquake sequence of 2010 and 2011, many street blocks within the CBD contained vacant land following demolition of buildings. This resulted in the loss of many CBD retailers, office blocks, and relocation of many CBD located employees to outer suburbs.

5.2 The overall effect of this was to remove the demand for on-street parking at these sites where Parking Machines were still in place for paid parking.

5.3 Council Parking Management staff sought and gained approval for the introduction of an all-day parking tariff. The purpose was to both provide some turnover of parking, replace some
of the all-day parking stock lost as a result of the earthquakes and provide some income back to Council for central City parking.

5.4 Six areas have been identified within the CBD, which still have this all day parking tariff. These are in areas where significant development is, or has occurred since 2011. These all-day parking charges range from $4/day to $6/day, which is disproportionally low, compared to the current rates for both on-street/off-street parking and also comparing Council owned/privately owned parking sites.

5.5 The six areas are:

- Lichfield Street, between Manchester Street and Madras Street
- Worcester Street, between Cathedral Square and Oxford Terrace
- Cathedral Square –Northwest Quadrant
- Colombo Street, between Armagh Street and Cathedral Square
- Chester Street West, between Cranmer Square and Durham Street North
- Kilmore Street, between Durham Street North and Montreal street
- The effect is that employees are parking all day, every day, sometimes, right in the centre of the city.

Strategic Alignment

5.6 The 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.

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

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 resolution of parking and stopping restrictions within the Plan A. area of the CBD, as set out in the Delegations Register.

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 - Return to pre-quake hourly paid on-street parking (preferred option).
Options Descriptions

6.1 Option One: Preferred Option: Install No Stopping Restrictions

6.1.1 Option Description:
Return to pre-quake hourly paid on-street parking as detailed on attachment A.

6.1.2 Option Advantages
- Assists retailers, hospitality and other businesses, by freeing up kerbside parking, allowing turnover and opportunity for business customers.
- Provides consistency with central city parking rates.

6.1.3 Option Disadvantages
- Is not supported by adjacent residents due to loss of parking

6.2 Option Two: Do Nothing

6.2.1 Option Description: Do not change traffic management at intersection. This option will not meet Council’s adopted sight distance requirement.

6.2.2 Option Advantages
- Supported by adjacent property owner because there is no impact on on-street parking

6.2.3 Option Disadvantages
- Removes all day parking

7. Community Views and Preferences

7.1 Affected business owners and on-street parkers are to be advised of this option by letterbox drop, personal delivery or attached to vehicle windscreens. The outcome of this consultation will be tabled at this meeting.

7.2 The Team Leader Parking Compliance supports the preferred option. The do nothing option is inconsistent with community requests to improve visibility at the intersection.

8. Legal Implications

8.1 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

9. Next Steps

9.1 Approval is required by the Committee.

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

<table>
<thead>
<tr>
<th>Author</th>
<th>Michael Thomson - Transport Engineer</th>
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| Approved By   | Stephen Wright - Team Leader Traffic Operations  
                Steffan Thomas - Manager Operations (Transport) |
Lichfield Street - (Manchester Street - Madras Street)

Removal of All Day Parking & reconfirm other Parking Restrictions

For Committee Approval

Reference: 19/744572
Presenter(s): Michael Thomson, Transport Engineer

1. Purpose of Report
   1.1 The purpose of this report is for the Parking Restrictions Subcommittee to consider and approve time restricted, hourly tariff parking, and to reconfirm other existing authorised parking restrictions, in the northwest quadrant of Cathedral Square as shown on Appendix A. This replaces the existing short term, authorised parking and all day parking tariff.

2. Executive Summary
   2.1 The current all day paid parking in the CBD, installed as a temporary measure post–earthquakes, does not meet today’s parking needs for business customers, Library and future Convention Centre visitors.
   2.2 A return to the Hourly tariff will assist the above as part of the recovery of the Christchurch CBD.

3. Staff Recommendations

   Note 1: For the purposes of exact location of each parking restriction detailed on the Attached plan, TG135502, the measurements are defined as running distances along each kerb line, starting at the Colombo Street intersection (zero point). For the double bus bay, the running measurements follow the black line on the plan.

   That the Parking Restrictions Subcommittee:

   1. Approves that all parking and stopping restrictions within the Northwest quadrant of Cathedral Square between its intersection with Worcester Street (West) and its intersection with Colombo Street (north) as detailed on Attachment A, be revoked.
   2. Approves the parking and stopping restrictions within the northwest quadrant of Cathedral Square between its intersection with Worcester Street (West) and its intersection with Colombo Street (north), as detailed on Attachment A of this report, being plan number TG 135502, issue number 1, dated 15/07/2019. Note 1 applies.

   3. 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).

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 – Remove all day paid parking and return paid parking to Hourly tariff. Reconfirm other parking with some minor modifications.
      - Option 2 – Status Quo
4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Assists with the recovery of the CBD, by freeing up on street parking for business customers

4.3.2 The disadvantages of this option include:

- Removes all day parking opportunities.

5. Context/Background

Issue

5.1 Following the earthquake sequence of 2010 & 2011, many street blocks within the CBD, contained vacant land, following demolition of buildings. This resulted in the loss of many CBD retailers, office blocks, and relocation of many CBD located employees to outer suburbs.

5.2 The overall effect of this was to remove the demand for on-street parking at these sites where Parking Machines were still in place for paid parking.

5.3 Council Parking Management staff sought and gained approval for the introduction of an all-day parking tariff. The purpose was to both provide some turnover of parking, some all-day parking stock to replace that lost as a result of the earthquake and provide some income back to Council for central City parking.

5.4 Six areas have been identified within the CBD, which still have this all day parking tariff. These are in areas where significant development has, or is occurring since 2011. These all-day parking charge ranges from $4/day to $6/day, which is disproportionally low, compared to the current rates for both on-street /off-street parking and also comparing Council owned /privately owned parking sites.

5.5 The six areas are:

   a) Lichfield Street, between Manchester Street and Madras Street
   b) Worcester Street, between Cathedral Square and Oxford Terrace
   c) Cathedral Square –Northwest Quadrant
   d) Colombo Street, between Armagh Street and Cathedral Square
   e) Chester Street West, between Cranmer Square and Durham Street North
   f) Kilmore Street, between Durham Street North and Montreal street

5.6 The effect is that employees are parking all day, every day, sometimes right in the centre of the city.

5.7 Returning these parking areas to an hourly tariff assists in the recovery of the CBD. This will provide turnover of parking, assisting retailers, service industries and hospitality premises.

5.8 In regard to Cathedral Square, all day parking denies visitor parking opportunities for Turanga and other adjacent attractions. The Convention centre will also attract visitor parking, once completed.

5.9 The attached plan shows 90 degree angle parking close to the former police Kiosk. This parking comprised of short term parking for visitors and authorised parks for volunteers at the Police Kiosk. This parking is now not required and 120 minute, paid parking in line with adjacent parking is considered appropriate.
5.10 Two bus parking areas and a motorcycle stand are identified and these are recommended to be reconfirmed.

5.11 The existing Taxi / SPSV stand on the north side, near Colombo Street is recommended to be extended by two spaces as there is, and will be a high demand for this service at this location.

5.12 All other No Stopping, as illustrated, is recommended to be reconfirmed.

**Strategic Alignment**

5.13 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.


**Decision Making Authority**

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

5.16 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 resolution of parking and stopping restrictions within the Plan A area of the CBD, as set out in the Delegations Register.

**Assessment of Significance and Engagement**

5.17 The decisions in this report are of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

5.18 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

5.19 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** – Return to pre-quake hourly paid on-street parking (Preferred Option). Reconfirm other parking /stopping restrictions with some modifications.
- **Option 2** – Status quo.

6.2 No other options were considered. Options Descriptions

6.3 **Option One: Preferred Option:** Return to pre-quake hourly paid on-street parking and reconfirm other parking /stopping restrictions with some modifications, as detailed on Attachment A.

6.3.1 **Option Description:**

6.3.2 All identified existing all-day paid parking is returned to the standard hourly tariff, as detailed on Attachment A. Angled parking is changed to an hourly parking tariff.

6.3.3 **Option Advantages**

- Assists retailers, hospitality and other businesses, by freeing up kerbside parking, allowing turnover and opportunity for business customers.
- Provides consistency with central city parking rates.
6.3.4 **Option Disadvantages**
- Is not supported by people who work in the CBD who use these areas to park.

6.4 **Option Two: Status quo**
6.4.1 **Option Description:**
6.4.2 Retain the identified areas for all-day parking tariffs.
6.4.3 **Option Advantages**
- Supported by employees who benefit from easily accessible parking close to their employment centres.
6.4.4 **Option Disadvantages**
- Does not support local business customers, Library and future Convention Centre visitors by provision of short term customer/visitor parking.

7. **Community Views and Preferences**
7.1 The key stakeholder is Otakaro, who manage the Convention Centre and surrounding site. They support the preferred option.
7.2 The Team Leader Parking Compliance supports the preferred option.

8. **Legal Implications**
8.1 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

9. **Next Steps**
9.1 Approval is required by the Committee
9.2 If approved, the recommendations will be implemented approximately three weeks after the contractor receives the request.

**Attachments**

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**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

<table>
<thead>
<tr>
<th><strong>Author</strong></th>
<th>Michael Thomson - Transport Engineer</th>
</tr>
</thead>
</table>
| **Approved By** | Stephen Wright - Team Leader Traffic Operations  
|                  | Steffan Thomas - Manager Operations (Transport) |
11. Chester Street West - Proposed Parking Restriction and Tariff Changes.

Reference: 19/679405
Presenter(s): Michael Thomson, Transport Engineer

1. Purpose of Report

1.1 The purpose of this report is for the Parking Restrictions Subcommittee to consider and approve time restricted, hourly tariff parking only, for the existing paid on street parking, replacing the existing all-day paid parking, on Chester Street West.

2. Executive Summary

2.1 The current all day paid parking in the CBD, installed as a temporary measure post – earthquakes, does not meet today’s parking needs for for business customers, Town Hall visitors and other visitors to the CBD.

2.2 A return to the Hourly tariff will assist the above as part of the recovery of the Christchurch CBD.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the south side of Chester Street West, commencing at its intersection with Durham Street North and extending in a westerly direction to its intersection with Cranmer Square, be revoked.

2. Approves that all parking and stopping restrictions on the north side of Chester Street West, commencing at its intersection with Cranmer Square and extending in an easterly direction to its intersection with Durham Street North, be revoked.

3. Approves that the stopping of vehicles be prohibited at any time on the south side of Chester Street West commencing at its intersection with Durham Street North and extending in a westerly direction for a distance of 17.5 metres

4. 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 Chester Street West, commencing at a point 17.5 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 42 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.

5. Approves that the stopping of vehicles be prohibited at any time on the south side of Chester Street West commencing at a point 59.5 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 36.5 metres.

6. Approves that the parking of vehicles be unrestricted on the south side of Chester Street West, commencing at a point 96 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 66.5 metres.

7. Approves that the stopping of vehicles be prohibited at any time on the south side of Chester Street West commencing at a point 162.5 metres west of its intersection with Durham Street North and extending in a westerly direction to its intersection with Cranmer Square.
8. Approves that the stopping of vehicles be prohibited at any time on the north side of Chester Street West commencing at its intersection with Cranmer Square and extending in an easterly direction for a distance of 34 metres.

9. Approves that the parking of vehicles be unrestricted on the north side of Chester Street West, commencing at a point 34 metres west of its intersection with Cranmer Square and extending in a westerly direction for a distance of 46.5 metres.

10. Approves that the stopping of vehicles be prohibited at any time on the north side of Chester Street West commencing at a point 80.5 metres east of its intersection with Cranmer Square and extending in an easterly direction for a distance of 42.5 metres.

11. 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), and further restricted to 90 degree angle parking, on the north side of Chester Street West, commencing at a point 123 metres east of its intersection with Cranmer Square and extending in an easterly direction for a distance of 43.5 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.

12. Approves that the stopping of vehicles be prohibited at any time on the north side of Chester Street West commencing at a point 166.5 metres east of its intersection with Cranmer Square and extending in an easterly direction to its intersection with Durham Street North.

13. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

4. **Key Points**

   4.1 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)](Councils Long Term Plan (2018 - 2028))

   4.2 The following feasible options have been considered:
   - Option 1 – Remove all day paid parking and return paid parking to Hourly tariff only, and reconfirm other parking within this street block
   - Option 2 – Status quo.

   4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

   4.3.1 The advantages of this option include:
   - Assists with the recovery of the CBD, by freeing up on street parking for business customers and visitors, particularly the adjacent Town Hall and Victoria Street retail area.

   4.3.2 The disadvantages of this option include:
   - Removes all day parking opportunities.

5. **Context/Background**

   **Issue**

   5.1 Following the earthquake sequence of 2010 & 2011, many street blocks within the CBD, contained vacant land, following demolition of buildings. This resulted in the loss of many CBD retailers, office blocks, and relocation of many CBD located employees to outer suburbs.
5.2 The overall effect of this was to remove the demand for on-street parking at these sites where Parking Machines were still in place for paid parking.

5.3 Council Parking Management staff sought and gained approval for the introduction of an all-day parking tariff. The purpose was to both provide some turnover of parking, replace some of the all-day parking stock lost as a result of the earthquakes and provide some income back to the Council for central City parking.

5.4 Six areas have been identified within the CBD, which still have this all day parking tariff. These are in areas where significant development has, or is occurring since 2011. These all-day parking charge ranges from $4/day to $6/day, which is disproportionally low, compared to the current rates for both on-street/off-street parking and also comparing Council owned/privately owned parking sites.

5.5 The six areas are:
   a) Lichfield Street, between Manchester Street and Madras Street
   b) Worcester Street, between Cathedral Square and Oxford Terrace
   c) Cathedral Square – Northwest Quadrant
   d) Colombo Street, between Armagh Street and Cathedral Square
   e) Chester Street West, between Cranmer Square and Durham Street North
   f) Kilmore Street, between Durham Street North and Montreal street

5.6 The effect is that employees are parking all day, every day.

5.7 Returning these parking areas to an hourly tariff, assists in the recovery of the CBD. This will provide turnover of parking, assisting retailers, service industries and hospitality premises.

5.8 All other No Stopping, as illustrated, is recommended to be reconfirmed.

Strategic Alignment

5.9 The 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.

5.10 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

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

5.12 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 resolution of parking and stopping restrictions within the Plan A. area of the CBD, as set out in the Delegations Register.

Assessment of Significance and Engagement

5.13 The decisions in this report are of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

5.14 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

5.15 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 – Return to pre-quake hourly paid on-street parking (Preferred Option).
   - Option 2 – Status quo.
6.2 No other options were considered. Options Descriptions

6.3 **Option One: Preferred Option**: Return to pre-quake hourly paid on-street parking
6.3.1 **Option Description**: All identified existing all-day paid parking is returned to the standard hourly tariff, as detailed on Attachment A.
6.3.2 **Option Advantages**
   - Assists retailers, hospitality and other businesses, by freeing up kerbside parking, allowing turnover and opportunity for retail customers and town Hall visitors.
   - Provides consistency with central city parking rates.
6.3.4 **Option Disadvantages**
   - Removes all day parking

6.4 **Option Two**: Status quo
6.4.1 **Option Description**: Retain the identified areas for all-day parking tariffs.
6.4.2 **Option Advantages**
   - Supported by employees working in the CBD.
6.4.3 **Option Disadvantages**
   - Inconsistent with central City parking tariffs.

7. Community Views and Preferences
7.1 Leaflets are being distributed to adjacent residents and placed on windscreens of vehicles parked all day. The outcome of this consultation will be tabled at the meeting.
7.2 The Team Leader Parking Compliance supports the preferred option.

8. Legal Implications
8.1 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

9. Next Steps
9.1 Approval is required by the Committee
9.2 If approved, the recommendations will be implemented approximately three weeks after the contractor receives the request.
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

Authors

| Michael Thomson - Transport Engineer |
| Denise Wade - Parking Facilitator |
| Kate Webber - Parking Facilitator |

Approved By

| Stephen Wright - Team Leader Traffic Operations |
| Steffan Thomas - Manager Operations (Transport) |
Attachment A

Item 11

Chester St West - (Durham St North-Cranmer Square)

Removal of All Day Parking & reconfirm other Parking Restrictions

For Committee Approval

Original Plan Size: A4

ISSUE. 1  05/07/2019
TG133797  MJR
12. Kilmore Street - Durham Street North to Cranmer Square - Proposed Changes to Parking Restrictions and Tariffs

Reference: 19/679650
Presenter(s): Michael Thomson, Transport Engineer

1. Purpose of Report
   1.1 The purpose of this report is for the Parking Restrictions Subcommittee to consider and approve time restricted, hourly tariff parking only, for the existing paid on street parking, replacing the existing all-day paid parking, on Kilmore Street.

2. Executive Summary
   2.1 The current all day paid parking in the CBD, installed as a temporary measure post – earthquakes, does not meet today’s parking needs for for business customers, Town Hall visitors and other visitors to the CBD.
   2.2 A return to the Hourly tariff will assist the above as part of the recovery of the Christchurch CBD.

3. Staff Recommendations
   That the Parking Restrictions Subcommittee:
   1. Approves that all parking and stopping restrictions on the south side of Kilmore Street, commencing at its intersection with Durham Street North and extending in a westerly direction to its intersection with Cranmer Square, be revoked.
   2. Approves that all parking and stopping restrictions on the north side of Kilmore Street, commencing at its intersection with Victoria Street and extending in a westerly direction to its intersection with Montreal Street, be revoked.
   3. Approves that the stopping of vehicles be prohibited at any time on the south side of Kilmore Street commencing at its intersection with Durham Street North and extending in a westerly direction for a distance of 21 metres.
   4. 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 Kilmore Street commencing at a point 21 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 79 metres. This restriction is to apply Monday - Sunday from 9am to 6pm.
   5. Approves that the stopping of vehicles be prohibited at any time on the south side of Kilmore Street commencing at a point 100 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 25.5 metres.
   6. 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 Kilmore Street commencing at a point 125.5 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 28.5 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.
7. Approves that the stopping of vehicles be prohibited at any time on the south side of Kilmore Street commencing at a point 154 metres west of its intersection with Durham Street North and extending in a westerly direction to its intersection with Cranmer Square.

8. Approves that the stopping of vehicles be prohibited at any time on the north side of Kilmore Street, commencing at its intersection with Victoria Street and extending in a westerly direction for a distance of 21 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 north side of Kilmore Street commencing at a point 21 metres west of its intersection with Victoria Street and extending in a westerly direction for a distance of 142.5 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 north side of Kilmore Street, commencing at a point 163.5 metres west of its intersection with Victoria Street and extending in a westerly direction to its intersection with Montreal Street.

11. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

4. Key Points

4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the Council's Long Term Plan (2018 - 2028).

4.2 The following feasible options have been considered:

- Option 1 – Remove all day paid parking and return paid parking to Hourly tariff only
- Option 2 – Status Quo

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Assists with the recovery of the CBD, by freeing up on street parking for business customers

4.3.2 The disadvantages of this option include:

- Removes all day parking opportunities.

5. Context/Background

Issue

5.1 Following the earthquake sequence of 2010 and 2011, many street blocks within the CBD contained vacant land, following demolition of buildings. This resulted in the loss of many CBD retailers, office blocks, and relocation of many CBD located employees to outer suburbs.

5.2 The overall effect of this was to remove the demand for on-street parking at these sites where parking machines were still in place for paid parking.

5.3 Council Parking Management staff sought and gained approval for the introduction of an all-day parking tariff. The purpose was to both provide some turnover of parking, replace some of the all-day parking stock lost as a result of the earthquakes and provide some income back to the Council for Central City parking.
5.4 Six areas have been identified within the CBD, which still have this all-day parking tariff. These are in areas where significant development is, or has occurred since 2011. These all-day parking charge ranges from $4/day to $6/day, which is disproportionally low, compared to the current rates for both on-street/off-street parking and also comparing Council owned/privately owned parking sites.

5.5 The six areas are:
   a) Lichfield Street, between Manchester Street and Madras Street
   b) Worcester Street, between Cathedral Square and Oxford Terrace
   c) Cathedral Square – Northwest Quadrant
   d) Colombo Street, between Armagh Street and Cathedral Square
   e) Chester Street West, between Cranmer Square and Durham Street North
   f) Kilmore Street, between Durham Street North and Montreal street

5.6 The effect is that employees are parking all day, every day.

5.7 Returning these parking areas to an hourly tariff, assists in the recovery of the CBD. This will provide turnover of parking, assisting retailers, service industries and hospitality premises.

5.8 All other No Stopping, as illustrated, is recommended to be reconfirmed.

**Strategic Alignment**

5.9 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.

5.10 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**

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

5.12 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 resolution of parking and stopping restrictions within the Plan A. area of the CBD, as set out in the Delegations Register.

**Assessment of Significance and Engagement**

5.13 The decisions in this report are of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

5.14 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

5.15 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 – Return to pre-quake hourly paid on-street parking (preferred option).
- Option 2 – Status quo.
6.2 No other options were considered. Options Descriptions

6.3 Option One: Preferred Option: Return to pre-quake hourly paid on-street parking

6.3.1 Option Description:

6.3.2 All identified existing all-day paid parking is returned to the standard hourly tariff, as detailed on Attachment A.

6.3.3 Option Advantages

- Assists retailers, hospitality and other businesses, by freeing up kerbside parking, allowing turnover and opportunity for business customers.
- Provides consistency with central city parking rates.

6.3.4 Option Disadvantages

- Is not supported by some employees, as they see this as very cheap parking, being relatively close to their place of work. due to loss of parking

6.4 Option Two: Status quo

6.4.1 Option Description: Retain the identified areas for all-day parking tariffs.

6.4.2 Option Advantages

- Supported by some employees who benefit.

6.4.3 Option Disadvantages

- Inconsistent with central City parking tariffs.

7. Community Views and Preferences

7.1 Residents are to be advised of this proposal by letterbox drop and all day parkers will have leaflets placed on windscreens. The outcome of this consultation will be tabled at the meeting.

7.2 The Team Leader Parking Compliance supports the preferred option.

8. Legal Implications

8.1 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

9. Next Steps

9.1 Approval is required by the Committee

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

Attachments

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</table>
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

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<td>Steffan Thomas - Manager Operations (Transport)</td>
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Kilmore St - (Durham St North-Cranmer Square)
Removal of All Day Parking & reconfirm other Parking Restrictions
For Committee Approval
13. Worcester Street - Oxford Terrace to Cathedral Square - Proposed Parking Restriction Changes

Reference: 19/685621
Presenter(s): Michael Thomson, Transport Engineer

1. Purpose of Report
   1.1 The purpose of this report is for the Parking Restrictions Subcommittee to consider and approve time restricted, hourly tariff parking only, for the existing on street parking, replacing the existing all day paid parking on Worcester Street, as shown on Appendix A.

2. Executive Summary
   2.1 The current all day paid parking in the CBD, installed as a temporary measure post – earthquakes, does not meet today’s parking needs for business customers, Turanga and future Convention Centre visitors.
   2.2 A return to the Hourly tariff will assist the above as part of the recovery of the Christchurch CBD.

3. Staff Recommendations
   Note 1: The intersection of Cathedral Square and Worcester Street is defined as a point in line with the westernmost boundary of Cathedral Square as detailed on Attachment A – shown as a red dotted line.

   That the Parking Restrictions Subcommittee:
   1. Approves that all parking and stopping restrictions on the south side of Worcester Street, commencing at its intersection with Cathedral Square and extending in a westerly direction to its intersection with Oxford Terrace, be revoked. Note 1 applies.
   2. Approves that all parking and stopping restrictions on the North side of Worcester Street, commencing at its intersection with Cathedral Square and extending in a westerly direction to its intersection with Oxford Terrace, be revoked. Note 1 applies.
   3. Approves that the stopping of vehicles be prohibited at any time on the south side of Worcester Street commencing at its intersection with Cathedral Square and extending 26 meters in a westerly direction. Note 1 applies.
   4. Approves 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, in accordance with section 6.4(1A) of the Land Transport (Road User) Rule 2004 and be located on the south side of Worcester Street, commencing at a point 26 metres west of its intersection with Cathedral Square and extending in a westerly direction for a distance of eight metres. This restriction is to apply at all times. Note 1 applies.
   5. Approves that the stopping of vehicles be prohibited at any time on the south side of Worcester Street commencing at a point 34 metres west of its intersection with Cathedral Square and extending eight metres in a westerly direction. Note 1 applies.
   6. Approves that a motorcycle stand be created on the south side of Worcester Street, commencing at point 42 metres west of its intersection with Cathedral Square and extending...
in a westerly direction for a distance of nine metres. This restriction is to apply at all times. *Note 1 applies.*

7. Approves that the stopping of vehicles be prohibited at any time on the south side of Worcester Street commencing at a point 51 metres west of its intersection with Cathedral Square and extending in a westerly direction to its intersection with Oxford Terrace. *Note 1 applies.*

8. Approves that the stopping of vehicles be prohibited at any time on the north side of Worcester Street commencing at its intersection with Cathedral Square and extending 15 metres in a westerly direction. *Note 1 applies.*

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 north side of Worcester Street, commencing at a point 15 metres west of its intersection with Cathedral Square and extending in a westerly direction for a distance of 80 metres. This restriction is to apply from 9:00 am to 5:00 pm, Monday to Sunday. *Note 1 applies.*

10. Approves that the stopping of vehicles be prohibited at any time on the north side of Worcester Street commencing at a point 95 metres west of its intersection with Cathedral Square and extending in a westerly direction to its intersection with Oxford Terrace. *Note 1 applies.*

11. 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).

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)](https://www.councilslongtermplan.org.nz/)

4.2 The following feasible options have been considered:

- Option 1 – Remove all day paid parking and return paid parking to an hourly tariff. Reconfirm south side parking with minor changes.

- Option 2 – Status Quo

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Assists with the recovery of the CBD, by freeing up on street parking for business customers, Library and future Convention Centre visitors customers.

4.3.2 The disadvantages of this option include:

- Removes all day parking opportunities.

5. **Context/Background**

**Issue**

5.1 Following the earthquake sequence of 2010 and 2011, many street blocks within the CBD contained vacant land, following demolition of buildings. This resulted in the loss of many CBD retailers, office blocks, and relocation of many CBD located employees to outer suburbs.

5.2 The overall effect of this was to remove the demand for on-street parking at these sites where parking machines were still in place for paid parking.
5.3 Council Parking Management staff sought and gained approval for the introduction of an all-day parking tariff. The purpose was to both provide some turnover of parking, some all-day parking stock to that lost as a result of the earthquake and provide some income back to Council for Central City parking.

5.4 Six areas have been identified within the CBD, which still have this all day parking tariff. These are in areas where significant development is, or has occurred since 2011. These all-day parking charge ranges from $4/day to $6/day, which is disproportionally low, compared to the current rates for both on-street/off-street parking and also comparing Council owned/privately owned parking sites.

5.5 The six areas are:
   a) Lichfield Street, between Manchester Street and Madras Street
   b) Worcester Street, between Cathedral Square and Oxford Terrace
   c) Cathedral Square –Northwest Quadrant
   d) Colombo Street, between Armagh Street and Cathedral Square
   e) Chester Street West, between Cranmer Square and Durham Street North
   f) Kilmore Street, between Durham Street North and Montreal street

5.6 The effect is that employees are parking all day, every day, sometimes right in the centre of the city.

Strategic Alignment

5.7 The 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.

5.8 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 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking and stopping restrictions by resolution.

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 resolution of parking and stopping restrictions within the Plan A. area of the CBD, as set out in the Delegations Register.

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 – Return to pre-quake hourly paid on-street parking on the north side of Worcester Street. Make minor changes to the motorcycle and mobility parks on the south side of Worcester Street (Preferred Option).

• Option 2 – Status quo.

6.2 No other options were considered. Options Descriptions

6.3 **Option One: Preferred Option:** Return to pre-quake hourly paid on-street parking on the north side of Worcester Street. Make minor changes to the motorcycle and mobility parks on the south side of Worcester Street.

6.3.1 **Option Description:**

6.3.2 All identified existing all-day paid parking is returned to the standard hourly tariff, and minor changes on the south side, as detailed on Attachment A.

6.3.3 **Option Advantages**

• Assists retailers, hospitality and other businesses, by freeing up kerbside parking, allowing turnover and opportunity for business customers, library and future Convention Centre visitors.

• Provides consistency with central city parking rates.

6.3.4 **Option Disadvantages**

• Is not supported by people who work in the CBD who use these areas to park.

6.4 **Option Two:** Status quo

6.4.1 **Option Description:**

6.4.2 Retain the identified areas for all-day parking tariffs.

6.4.3 **Option Advantages**

• Supported by employees who benefit from easily accessible parking close to their employment centres.

6.4.4 **Option Disadvantages**

• Does not support local business customers, library and future Convention Centre visitors by provision of short term customer/visitor parking.

7. **Community Views and Preferences**

7.1 The key stakeholder is Otakaro, who manage the Convention Centre and surrounding site. They support the preferred option.

7.2 The Team Leader Parking Compliance supports the preferred option.

8. **Legal Implications**

8.1 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

9. **Next Steps**

9.1 Approval is required by the Committee.

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

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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.
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14. Colombo Street at Convention Centre - Proposed Parking Changes

Reference: 19/743265
Presenter(s): Michael Thomson, Transport Engineer

1. Purpose of Report

1.1 The purpose of this report is for the Parking Restrictions Subcommittee to consider and approve time restricted, hourly tariff parking only, for the existing on street parking, replacing the existing all day paid parking on Colombo Street outside the Convention Centre.

2. Executive Summary

2.1 The current all day paid parking in the CBD, installed as a temporary measure post – earthquakes, does not meet today’s parking needs for business customers, Library and future Convention Centre visitors.

2.2 A return to the Hourly tariff will assist the above as part of the recovery of the Christchurch CBD.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the west side of Colombo Street, commencing at its intersection with Armagh Street and extending in a southerly direction to its intersection with Cathedral Square, be revoked.

2. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Armagh Street and extending in a southerly direction for a distance of 27 metres.

3. 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 west side of Colombo Street, commencing at a point 27 metres south of its intersection with Armagh Street and extending in southerly direction for a distance of 71 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Sunday.

4. Approves that a motorcycle stand be created on the west side of Colombo Street, commencing at point 98 metres south of its intersection with Armagh Street and extending in a southerly direction for a distance of six metres. This restriction is to apply at all times.

5. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 104 metres south of its intersection with Armagh Street and extending in a southerly direction to its intersection with Cathedral Square.

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 – Remove all day paid parking and return paid parking to Hourly tariff.
- Option 2 – Status Quo

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:
- Assists with the recovery of the CBD, by freeing up on street parking for business customers, Library and future Convention Centre visitors customers.

4.3.2 The disadvantages of this option include:
- Removes all day parking opportunities.

5. Context/Background

Issue

5.1 Following the earthquake sequence of 2010 and 2011, many street blocks within the CBD contained vacant land following demolition of buildings. This resulted in the loss of many CBD retailers, office blocks, and relocation of many CBD located employees to outer suburbs.

5.2 The overall effect of this was to remove the demand for on-street parking at these sites where parking machines were still in place for paid parking.

5.3 Council Parking Management staff sought and gained approval for the introduction of an all-day parking tariff. The purpose was to both provide some turnover of parking, some all-day parking stock to replace that lost as a result of the earthquake and provide some income back to Council for central City parking.

5.4 Six areas have been identified within the CBD, which still have this all day parking tariff. These are in areas where significant development is, or has occurred since 2011. These all-day parking charges range from $4/day to $6/day, which is disproportionally low compared to the current rates for both on-street /off-street parking, and also comparing Council owned /privately owned parking sites.

5.5 The six areas are:
  a) Lichfield Street, between Manchester Street and Madras Street
  b) Worcester Street, between Cathedral Square and Oxford Terrace
  c) Cathedral Square –Northwest Quadrant
  d) Colombo Street, between Armagh Street and Cathedral Square
  e) Chester Street West, between Cranmer Square and Durham Street North
  f) Kilmore Street, between Durham Street North and Montreal street

5.6 The effect is that employees are parking all day, every day, sometimes, right in the centre of the city.

5.7 While parking is not currently available on these two frontages to the Convention Centre due to construction requirements, this change sets the parking management to complement all other paid parking in the CBD, once the Convention Centre is operational.

Strategic Alignment

5.8 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.
5.9 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

5.10 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.

5.11 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 resolution of parking and stopping restrictions within the Plan A. area of the CBD, as set out in the Delegations Register.

Assessment of Significance and Engagement

5.12 The decisions in this report are of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

5.13 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision

5.14 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 – Return to pre-quake hourly paid on-street parking (preferred option).
- Option 2 – Status quo.

6.2 No other options were considered. Options Descriptions

6.3 Option One: Preferred Option: Return to pre-quake hourly paid on-street parking

6.3.1 Option Description:

6.3.2 All identified existing all-day paid parking is returned to the standard hourly tariff, as detailed on Attachment A.

6.3.3 Option Advantages

- Assists retailers, hospitality and other businesses, by freeing up kerbside parking, allowing turnover and opportunity for business customers.
- Provides consistency with central city parking rates.

6.3.4 Option Disadvantages

- Is not supported by some employees, as they see this as very cheap parking, being relatively close to their place of work, due to loss of parking

6.4 Option Two: Status quo

6.4.1 Option Description: Retain the identified areas for all-day parking tariffs.

6.4.2 Option Advantages

- Supported by some employees who benefit.

6.4.3 Option Disadvantages

- Does not support local business by provision of short term customer parking.
• Does not support local business customers, Turanga and future Convention Centre visitors by provision of short term customer/visitor parking.

7. **Community Views and Preferences**
   7.1 The key stakeholder is Otakaro, who manage the Convention Centre and surrounding site. They support the preferred option.
   7.2 The Team Leader Parking Compliance supports the preferred option.

8. **Legal Implications**
   8.1 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

9. **Next Steps**
   9.1 Approval is required by the Committee
   9.2 If approved, the recommendations will be implemented approximately three weeks after the contractor receives the request.

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