
Central City Parking Restrictions Committee AGENDA

Notice of Meeting:

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

Date: Friday 24 May 2024
Time: 9.00am
Venue: Committee Room 2, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Membership

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

16 May 2024

Principal Advisor

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

Simone Gordon
Democratic Services Advisor
941 6527

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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What is important to us?

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

Our focus this Council term 2022–2025

Strategic Priorities



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



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



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

Adopted by the Council on 5 April 2023



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



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



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

Our goals for this Long Term Plan 2024–2034

Draft Community Outcomes



Collaborative and confident

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



Green and liveable

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

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



A cultural powerhouse

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



Thriving and prosperous

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

Our intergenerational vision

A place of opportunity for all.

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



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

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

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

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

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

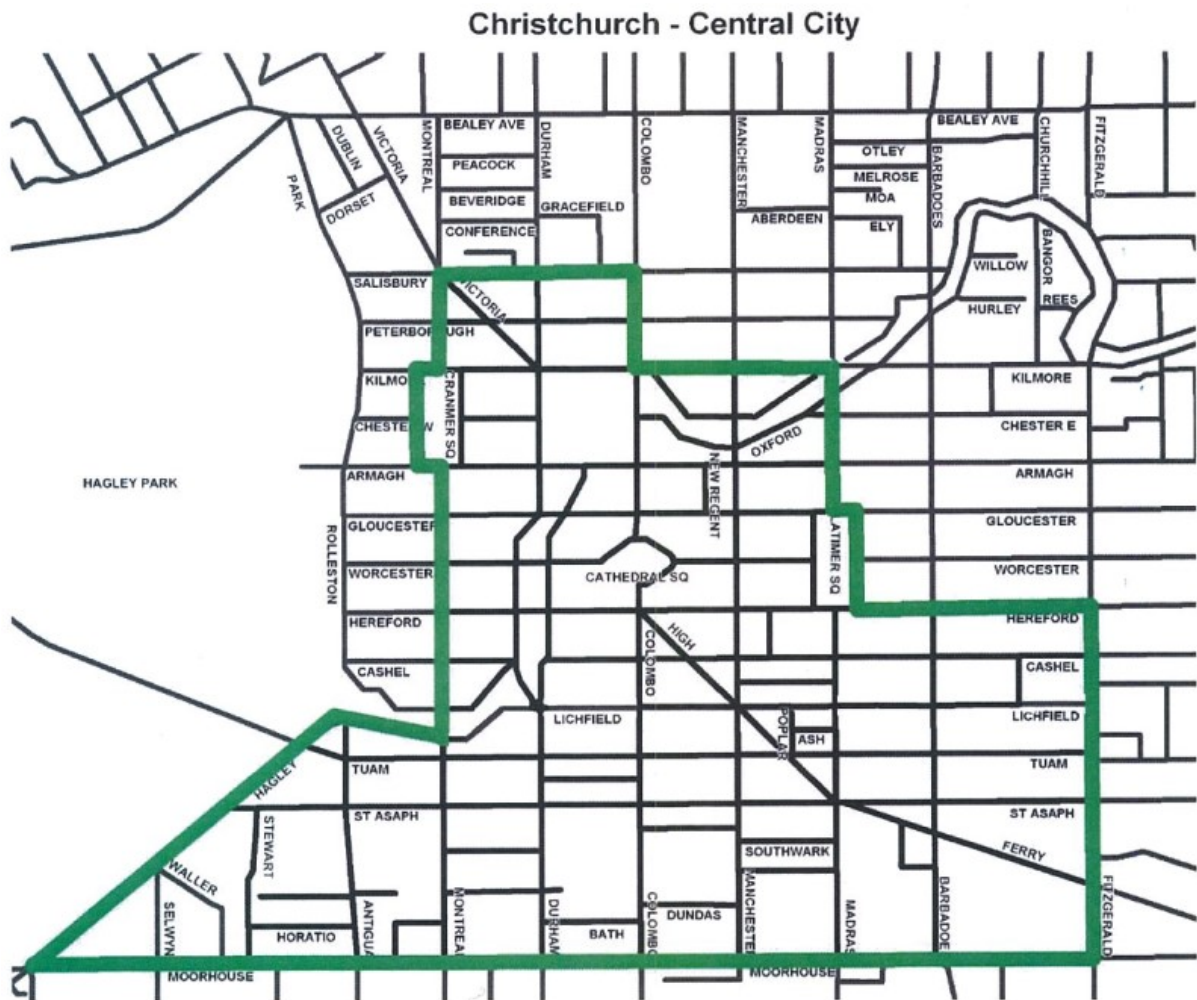
Delegation
<p>With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive both sides of the street marking the boundary), and whether it relates to “on-street” or “off-street”, under clause 7</p> <ul style="list-style-type: none"> Prohibiting or restricting the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

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

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

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

Plan A:



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

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1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

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

That the minutes of the Central City Parking Restrictions Committee meeting held on [Friday, 1 March 2024](#) be confirmed (refer page 8).

4. Deputations by Appointment Ngā Huinga Whakaritenga

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

Central City Parking Restrictions Committee
OPEN MINUTES

Date:	Friday 1 March 2024
Time:	9.37 am
Venue:	Committee Room 2, Level 2, Civic Offices, 53 Hereford Street, Christchurch

Present	
Chairperson	Deputy Mayor Pauline Cotter
Members	Lynette Ellis Stephen Wright

Acting Principal Advisor
Lachlan Beban
Principal Advisor Transportation
Signals
Tel: 941 6890

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

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Committee Resolved CCPRC/2024/00001

That the apologies received from Jake McLellan be accepted.

Deputy Mayor/Member Ellis

Carried

Secretarial note: In the Chair's absence, Deputy Mayor Pauline Cotter assumed position of the Chair with agreement from Members Ellis and Wright.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

Committee Resolved CCPRC/2024/00003

That the minutes of the Central City Parking Restrictions Committee meeting held on Monday, 27 November 2023 be confirmed.

Member Wright/Deputy Mayor

Carried

4. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

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

Committee Resolved CCPRC/2024/00004

Officer Recommendations accepted without change

Part C

That the Central City Parking Restrictions Committee:

1. Approves that all previously resolved parking and stopping restrictions on the north and south sides of Worcester Street, commencing at its intersection with Cambridge Terrace and extending in a westerly direction to its intersection with Montreal Street, be revoked.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the south side of Worcester Street, commencing at its intersection with Cambridge Terrace and extending in a westerly direction to its intersection with Montreal Street, as detailed on Attachment A.
3. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 15 metres, as detailed on Attachment A.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes and be controlled by Parking Meters (including Pay by Plate machines or any approved means of payment), on the north side of Worcester Street, commencing at a point 15 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of nine metres, as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 6:00pm.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 24 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of seven metres, as detailed on Attachment A.
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes and be controlled by Parking Meters (including Pay by Plate machines or any approved means of payment), on the north side of Worcester Street, commencing at a point 31 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 16 metres, as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 6:00pm.
7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 47 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of two metres, as detailed on Attachment A.

8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the north side of Worcester Street, commencing at a point 49 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of nine metres, as detailed on Attachment A. This parking restriction is to apply at any time.
9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 58 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of four metres, as detailed on Attachment A.
10. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the north side of Worcester Street, commencing at a point 62 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of five metres, as detailed on Attachment A. This parking restriction is to apply at any time.
11. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 67 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of two metres, as detailed on Attachment A.
12. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that parking be restricted to Motorcycles only, on the north side of Colombo Street, commencing at a point 69 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of seven metres, as detailed on Attachment A. This restriction is to apply at any time.
13. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 76 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of eight metres, as detailed on Attachment A.
14. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120 minutes and be controlled by Parking Meters (including Pay by Plate machines or any approved means of payment), on the north side of Worcester Street, commencing at a point 84 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of seven metres, as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 6:00pm.
15. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 91 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of two metres, as detailed on Attachment A.
16. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of 120

minutes and be controlled by Parking Meters (including Pay by Plate machines or any approved means of payment), on the north side of Worcester Street, commencing at a point 93 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 12 metres, as detailed on Attachment A. This restriction is to apply Monday to Sunday 9:00am to 6:00pm.

17. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of five minutes on the north side of Worcester Street, commencing at a point 105 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 12 metres, as detailed on Attachment A This restriction is to apply at any time.
18. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 117 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of two metres, as detailed on Attachment A.
19. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of all vehicles be restricted to a maximum period of five minutes on the north side of Worcester Street, commencing at a point 119 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 10 metres, as detailed on Attachment A This restriction is to apply at any time.
20. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that parking be restricted to Motorcycles only, on the north side of Worcester Street, commencing at a point 129 metres west of its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 11 metres, as detailed on Attachment A. This restriction is to apply at any time.
21. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the north side of Worcester Street, commencing at a point 140 metres west of its intersection with Cambridge Terrace and extending in a westerly direction to its intersection with Montreal Street, as detailed on Attachment A.
22. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Deputy Mayor/Member Wright

Carried

Secretarial note: The Committee requested that staff look into the original loading zone design to see what can be done for formalising loading zones.

6. Bus Stop 53214 and Colombo Street Parking Changes

Committee Resolved CCPRC/2024/00005

Officer Recommendations accepted without change

Part C

That the Central City Parking Restrictions Committee:

Lichfield Street

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

Colombo Street

3. Approves that any previously approved resolutions be revoked, in accordance with Clause 6 (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, on the west side of Colombo Street from its intersection with Lichfield Street and extending in a northerly direction to its intersection with Cashel Street, pertaining to parking and /or stopping restrictions, made pursuant to any Bylaw, Local Government Act, or any Land Transport Rule, to the extent that they are in conflict with the parking and /or stopping restrictions described in recommendations 4 to 8 below.
4. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A that the stopping of vehicles be prohibited at all times on the west side of Colombo Street from its intersection with Lichfield Street and extending in a northerly direction for a distance of 29 metres.
5. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and in accordance with Section 12.4 (8) of the Land Transport Rule: Traffic Control Devices 2004, the west side of Colombo Street, commencing at a point 29 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 17.5 metres is reserved for Small Passenger Service Vehicles Only, as detailed on Attachment A.
6. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A that the stopping of vehicles be prohibited at all times, on the west side of Colombo Street, commencing at a point 46.5 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 17 metres.
7. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with section 12.4 of the Land Transport Rule: Traffic Control Devices

- 2004, that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the west side of Colombo street, commencing at a point 63.5 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 6.5 metres, as detailed on Attachment A. This restriction is to apply at all times.
8. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A:
 - a. That the stopping of vehicles be prohibited at all times, on the west side of Colombo Street, commencing at a point 70 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 5.5 metres.
 - b. That the parking of all vehicles be restricted to maximum period of 5 minutes, on the west side of Colombo Street, commencing at a point 75.5 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 13 metres.
 - c. That a Loading Zone be installed on the west side of Colombo Street, commencing at a point 88 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 12.5 metres. This Loading Zone is to be restricted to a maximum loading period of 5 minutes and further restricted to Goods Vehicles only.
 - d. That the stopping of vehicles be prohibited at all times, on the west side of Colombo Street, commencing at a point 101 metres north of its intersection with Lichfield Street and extending in a northerly direction to its intersection with Cashel Street.
 9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and in accordance with Section 12.4 (8) of the Land Transport Rule: Traffic Control Devices 2004, the west side of Colombo Street, commencing at a point 75.5 metres north of its intersection with Lichfield Street and extending in a northerly direction for a distance of 25.5 metres is reserved for Small Passenger Service Vehicles Only. This restriction is to apply 6:00pm to 8:00am the following day, Monday to Sunday as detailed on Attachment A.
 10. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Member Wright/Member Ellis

Carried

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

Committee Resolved CCPRC/2024/00006

Officer Recommendations accepted without change

Part C

That the Central City Parking Restrictions Committee:

1. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in recommendations 2-6 below.

2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Manchester Street, commencing at its intersection with Gloucester Street and extending in a northerly direction for a distance of 23 metres.
3. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of all vehicles be restricted to a maximum period of 10 minutes, on the west side of Manchester Street, commencing at a point 23 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of six metres.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Manchester Street, commencing at a point 29 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of 15 metres.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of all vehicles be restricted to a maximum period of 10 minutes, on the west side of Manchester Street, commencing at a point 44 metres north of its intersection with Gloucester Street and extending in a northerly direction for a distance of 15 metres.
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of all vehicles be prohibited at any time on the west side of Manchester Street, commencing at a point 59 metres north of its intersection with Gloucester Street and extending in a northerly direction to its intersection with Armagh Street.
7. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

Member Wright/Deputy Mayor

Carried

Meeting closed: 10:01am

CONFIRMED THIS 24TH DAY OF MAY 2024.

COUNCILLOR PAULINE COTTER
ACTING CHAIRPERSON

5. Welles Street - Proposed Parking Restriction Changes

Reference Te Tohutoro: 24/439432

Responsible Officer(s) Te Pou Matua: Sally-Ann Marshall, Area Traffic Engineer

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Central City Parking Restrictions Committee to approve the installation of Parking and Stopping restrictions on Welles Street.
- 1.2 This report has been staff generated in response to requests from the business community to install a P120 timed parking restriction to the south side of Welles Street.
- 1.3 The recommended option is to install Parking and Stopping restrictions in accordance with **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

1. Receive the information in the Welles Street - Proposed Parking Restriction Changes Report.
2. Note that the decision in this report is assessed at low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolutions 4 to 21 below.
4. That the stopping of vehicles be prohibited at any time on the south side of Welles Street commencing at its intersection with Manchester Street and extending in a westerly direction for a distance of 8 metres.
5. That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Welles Street, commencing at a point 8 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 5 metres.
6. That the stopping of vehicles be prohibited at any time on the south side of Welles Street commencing at a point 13 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 9 metres.
7. That a loading zone restricted to the use of Goods Vehicles only, and further restricted to a maximum period of 5 minutes be installed on the south side of Welles Street commencing at a point 22 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 7 metres. This restriction is to apply at any time.
8. Approve that the parking of vehicles be restricted to a maximum period of 5 minutes on the south side of Welles Street commencing at a point 29 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 8 metres. This restriction is to apply at any time.
9. That the parking of vehicles be restricted to Cycles only on the south side of Welles Street commencing at a point 37 metres west of its intersection with Manchester Street and

- extending in a westerly direction for a distance of 3 metres. This restriction is to apply at any time.
10. That the stopping of vehicles be prohibited at all times on the south side of Welles Street commencing at a point 40 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 33 metres.
 11. That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Welles Street, commencing at a point 73 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 5 metres.
 12. That the stopping of vehicles be prohibited at any time on the south side of Welles Street commencing at a point 78 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 9 metres.
 13. That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Welles Street, commencing at a point 87 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 32 metres.
 14. That the stopping of vehicles be prohibited at all times on the south side of Wells Street commencing at a point 119 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 10 metres.
 15. That a loading zone restricted to the use of Goods Vehicles only and further restricted to a maximum period of 5 minutes at any time be installed on the south side of Welles Street commencing at a point 129 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 6 metres.
 16. That the stopping of vehicles be prohibited at all times on the south side of Wells Street commencing at a point 135 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 6 metres.
 17. That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Welles Street, commencing at a point 141 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 21 metres.
 18. That the stopping of vehicles be prohibited at any time on the south side of Welles Street commencing at a point 162 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 14 metres.
 19. That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Welles Street, commencing at a point 176 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 14 metres.
 20. That the stopping of vehicles be prohibited at any time on the south side of Welles Street commencing at a point 190 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 17 metres.
 21. That the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Welles Street, commencing at a point 207 metres west of its intersection with Manchester Street and extending in a westerly direction for a distance of 13 metres.
 22. That the stopping of vehicles be prohibited at any time on the south side of Welles Street commencing at a point 220 metres west of its intersection with Manchester Street and extending in a westerly direction to its intersection with Colombo Street.
 23. That these resolutions take effect when the infrastructure that evidence the restrictions described in the staff report are in place.

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

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Staff contacted local businesses on Welles Street after receiving a Customer Service Request (CSR) relating to redundant line markings. After addressing this matter, the Welder Centre Manager asked whether a timed parking restriction could be installed on the south side of Welles Street. Generally, the parking on this side of the street is currently unrestricted.
- 3.2 This request had been previously assessed and approved by the Parking Restrictions Committee in August 2018, when parking management for both sides of Welles Street was reviewed. Following this approval however, contractors only installed the signage on the north side. This was not discovered until a significant period of time had elapsed, we are therefore required to reconsult and present the proposal for the Parking and Stopping restrictions on the south side for re-approval by the current Central City Parking Restrictions Committee.
- 3.3 The recommendations in this report will help to achieve the desired community outcome of providing medium-term parking to encourage greater turnover of the existing road space in this central city location.
- 3.4 The recommended option is to install Parking and Stopping restrictions in accordance with **Attachment A**.

4. Background/Context Te Horopaki

- 4.1 Welles Street is a 10 metre wide local road situated between Colombo Street and Manchester Street.
- 4.2 Prior to the earthquakes, Welles Street had very little retail activity. Land use was predominantly engineering and vehicle servicing. Post-earthquakes, the land use on Welles Street has significantly changed and there are now multiple retailing businesses such as cafes, restaurants and bars located here.
- 4.3 As noted in section 3.2 of the report, parking management along Welles Street was assessed in August 2018. The Parking and Stopping restrictions approved by the Parking Restrictions Committee at this time are shown on **Attachment B**. The recommendations in this report are consistent with the Parking and Stopping resolutions approved in 2018.
- 4.4 Since the 2018 proposals, over 100 units have been developed in multi-level residential blocks on the former Atlas site. The main vehicle access to these units is off Dundas Street, however there is pedestrian access off Welles Street (though vehicle access is restricted here by bollards).
- 4.5 Due to its central city location, proximity to numerous hospitality businesses and residential units, Welles Street has high parking demands.
- 4.6 The Central City Parking Policy seeks to promote 85% occupancy of parking spaces in the central city at peak times. A target of 85% occupancy (international good practice) provides a balance of good usage with maintaining available parking spaces close to where people want them. By supporting higher turnover, more people can benefit from the spaces, with different people using the space at different times of the day, and on different days of the week. This is generally preferable to a single vehicle using a single space all day to the exclusion of everyone else.

For reference, the Central City Parking Policy can be found here: [Christchurch central city and suburban parking policies: Christchurch City Council \(ccc.govt.nz\)](https://ccc.govt.nz/suburban-parking-policies).

- 4.7 We are proposing to change the existing unrestricted parking on the south side of Welles Street to P120 time restricted spaces. The no stopping and loading zones are already existing, the above resolutions resolve the length of the south side of Welles Street. Staff have visited the site on several occasions to confirm that the occupancy of spaces complies with the Central City Parking Policy requirements as noted in section 4.6.

Staff consider assigning the available road space on the south side of the street to P120 time restricted parking provides a consistent approach that is in line with the Central City Parking Policy.

- 4.8 Unless stated otherwise, timed parking restrictions are enforceable between 8am and 6pm, seven days a week excluding public holidays. These spaces will therefore be available for unrestricted parking out of these hours i.e. overnight and on public holidays.
- 4.9 Approval is required by the Central City Parking Restrictions Committee.
- 4.10 If approved, the recommendations will be implemented within the current financial year. This is generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Councils control.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Install P120 time restricted parking on the south side of Welles Street in accordance with **Attachment A**.
- Do nothing and leave the parking as unrestricted.

- 4.12 The following options were considered but ruled out:

- Provide P\$120 paid, timed parking restrictions

The Welder General Manager enquired whether we could provide paid, timed parking. After speaking to the parking compliance team, we ruled this option out for the following reasons:

- Turnover of non-paid spaces tends to be higher than unpaid, and we want to promote high turnover of the spaces due to the number of hospitality businesses and residential units in the area.
- Financial outlay for the parking ticket machines.

Options Descriptions Ngā Kōwhiringa

- 4.13 **Preferred Option:** Install P120 time restriction in accordance with **Attachment A**.

4.3.2 Option Advantages

- Addresses requests from the business community along Welles Street to provide more time restricted parking.
- Provides a consistent approach to parking management in the Central City that complies with the recommendations in the Central City Parking Policy.

4.3.3 Option Disadvantage

- Removes approximately sixteen unrestricted parking spaces.

- 4.14 Maintain the status quo – do nothing and leave the parking spaces on the south side of the street unrestricted

4.4.2 Option Advantages

- Retains approximately 16 unrestricted parking spaces.

4.4.3 Option Disadvantages

- Does not address request from the local business community to provide more time restricted parking.
- Does not comply with the recommendations in the Central City Parking Policy to promote higher turnover over of parking spaces in central city locations.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to Investigate	\$2000 to write report in including consultation and site visits	\$2000 to write report in including consultation and site visits
Cost to Implement	\$3500 to install signs	\$0
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	\$0
Funding Source	Traffic Operations Team traffic signs and markings budget	n/a

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

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

6.3 Other Legal Implications:

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decision:

- 6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#).

- 6.4.2 The recommendations in this report are consistent with the Central City Parking Policy.
- 6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 6.5 The community engagement and consultation outlined in this report reflect the assessment.
- 6.6 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.7 Transport
 - 6.7.1 Activity: Transport
 - Level of Service: 10.3.3 Maintain customer perception of the ease of use of Council on- street parking facilities - >=50% resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 Affected property owners, businesses and residents were advised of the recommended option initially by letter. Staff also carried out a letter drop to the Atlas Apartments and, after speaking with the Atlas Apartments Body Corp Chair, had the proposals emailed to residents and posted to their Facebook Group.
- 6.9 We received eight responses: five in support, two against, and one neither for or against. Most responses were quite short, one resident did not think we should remove the unrestricted parking considering how many residential units there now are in the area.
- 6.10 The Body Corp Chair noted that he believes wider improvements are needed on Welles Street to make the street more pedestrian-friendly and vibrant and had previously made a presentation to Council to this effect.
- 6.11 The Team Leader Parking Compliance supports the preferred option.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi





- 6.16 The proposals in this report are unlikely to contribute significantly to adaptation to the impacts of climate change or emissions reductions.
- 6.17 This is a minor proposal that is principally intended to address safety issues at these locations. Due to the minor nature of the works, it is not expected to have any impact on climate change.

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, staff will arrange for the new road markings to be installed.



Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Attachment A - Welles Street, Proposed Parking Restrictions	24/623690	24
B  	Attachment B - Previously Approved Parking Restrictions (2018)	24/572187	25

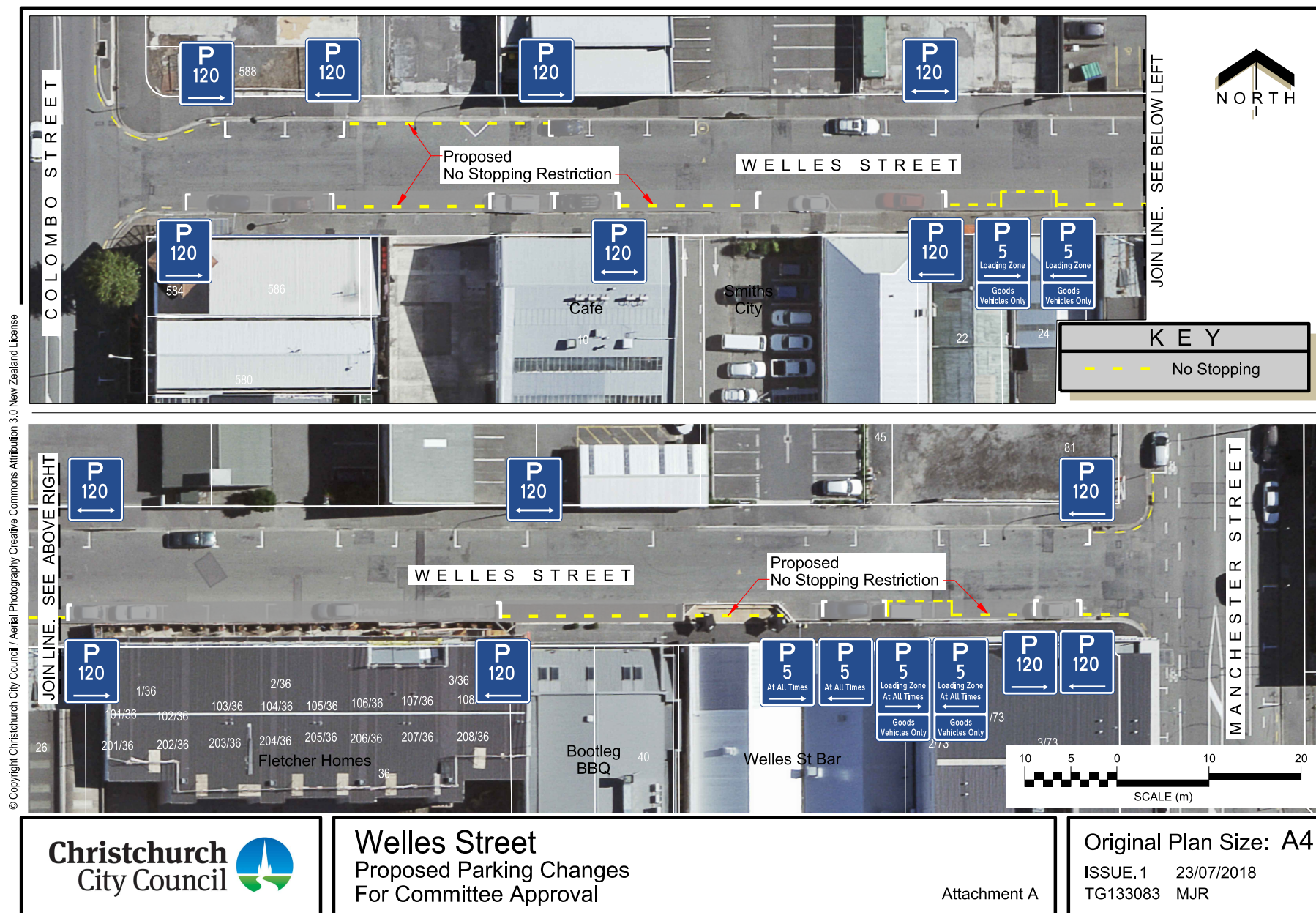
In addition to the attached documents, the following background information is available:

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Sally-Ann Marshall - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Steve Guy - Manager City Streets Maintenance





6. Hagley College - P3 Parking Restriction

Reference Te Tohutoro: 24/440168

Responsible Officer(s) Te Pou Matua: Sally-Ann Marshall, Traffic Engineer

Accountable ELT Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 For the Central City Parking Restrictions Committee to approve the installation of a P3 parking restriction on Hagley Avenue outside Hagley College.
- 1.2 This report has been staff generated in response to a request from the Principal of Hagley College to provide P3 timed parking restrictions to improve the parking supply during the school drop-off and pick-up times.
- 1.3 The recommended option is to install Parking and Stopping restrictions in accordance with **Attachment A**.

2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

1. Receives the information in the Hagley College - P3 Parking Restriction Report.
2. Notes that the decision in this report is assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the Parking or Stopping restrictions described in recommendations 4 and 5 below.
4. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of motor vehicles be restricted to a maximum period of three minutes between the times of 8:00am and 8.45am, and between 2:30pm and 3:15pm, on school days only on the south-eastern side of Hagley Avenue, commencing at a point 43 metres north-east of its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 24 metres.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 The Hagley College Principal contacted us with safety concerns relating to traffic congestion outside the college at drop-off and pick-up times and requested that we provide a dedicated drop-off and pick-up zone for their students.
- 3.2 The recommended option is to install four P3 time restricted parking spaces along the college frontage on Hagley Avenue to address this request.
- 3.3 The recommended option is to install Parking and Stopping restrictions in accordance with **Attachment A**.

4. Background/Context Te Horopaki

- 4.1 Hagley Avenue is classified as a Central City Local Distributor in Council's roading hierarchy. These are a specific type of collector road that are important for distribution of traffic to parking precincts or provide for public transport movements. It is desirable that these roads are kept moving at peak times as much as possible.
- 4.2 The college are currently using a small area on-site off Stewart Street as their drop-off and pick-up zone, refer **Attachment B**. This is causing congestion due to the volume of traffic trying to access this area at these times. Stewart Street has recently undergone intensification with the construction of a large number of residential units. The parking on this street is therefore regularly at capacity which restricts vehicle movements, especially at peak times.
- 4.3 The college were asked about providing more drop-off and pick-up parking onsite by utilising the access off Hagley Avenue. Staff attended a site visit and discussed the issues related to this, namely that the vehicle access is only wide enough for one vehicle at a time. Also, the majority of the concrete area here is fenced off and used as a playground with the remaining being staff parking.
- 4.4 To avoid congestion on Stewart Street, parents are stopping to drop-off/pick up near the college entrance on Hagley Avenue. However, as the parking spaces in this location are currently unrestricted there is rarely opportunity for drop-off and pick-up parking, vehicles are therefore stopping in the carriageway. This is a road safety issue and worsens congestion. Double parking is prohibited as per Section 6.11 of the Land Transport (Road User) Rule 2004.
- 4.5 Staff have visited the site on several occasions at drop-off and pick-up times and have observed the behaviours as described in the above point.
- 4.6 We are proposing to provide four P3 time restricted parking spaces on the south-west side of Hagley Avenue, directly adjacent to the Hagley College access. This is the minimum number of spaces the college have expressed that they need.
- 4.7 Our initial proposal was for timed P3 parking restrictions to apply between 8.15am to 9.15am and 2.30pm to 3.30pm, on school days only. Following discussions with the college, we have reduced the time restriction to 8.00 am to 8.45am and 2.30pm to 3.15pm. These spaces will then be available for unrestricted parking out of these hours.
- 4.8 Increasing the turnover of these spaces should enable parents to stop in a safe location and reduce the chance of double parking. This will help relieve congestion at drop-off and pick-up times.
- 4.9 The Central City Parking Policy seeks to promote 85% occupancy of parking spaces in the central city at peak times. A target of 85% occupancy (international good practice) provides a balance of good usage with maintaining available parking spaces close to where people want them. By supporting higher turnover, more people can benefit from the spaces, with different people using the space at different times of the day, and on different days of the week. This is generally preferable to a single vehicle using a single space all day to the exclusion of everyone else.

For reference, the Central City Parking Policy can be found here: [Central City Parking Policy](#). This policy describes that certain kerb side road space will be prioritised over others depending on the street classification.

Hagley Avenue is classified as Commercial Central City mixed use. The proposal aims to provide a safer space for student drop-off and pick-up.

As per Policy 1 of the Central City Parking Policy, Safety is given first priority in this location.



- 4.10 There have been two reported crashes at this location in the last five years. Both are classified as non-injury and do not appear to be related to congestion caused by school traffic. However, this proposal aims to reduce the risk of there being an incident outside the school.
- 4.11 Approval is required by the Central City Parking Restrictions Committee.
- 4.12 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council’s control).

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 4.13 The following reasonably practicable options were considered and are assessed in this report:
 - Provide four P3 time restricted parking spaces along the college frontage on Hagley Avenue
 - Maintain the status quo – retain as unrestricted parking spaces.
- 4.14 The following options were considered but ruled out:
 - Provide three P3 time restricted parking spaces along the college frontage on Hagley Avenue.

Options Descriptions Ngā Kōwhiringa

- 4.15 **Preferred Option:** Provide four P3 time restricted parking spaces along the college frontage on Hagley Avenue.
 - 4.15.1 **Option Advantages**
 - Addresses the request from Hagley College to provide a safer, dedicated drop-off and pick-up zone during college hours.
 - 4.15.2 **Option Disadvantages**
 - Removes 4 unrestricted on-street parking spaces on Hagley Avenue outside the college
 - Physical sign and/or road marking changes required.
- 4.16 Maintain the status quo – retain as unrestricted parking spaces.
 - 4.16.1 **Option Advantages**
 - Retains 4 unrestricted on-street parking spaces on Hagley Avenue outside the college.
 - No physical sign and/or road marking changes required.
 - 4.16.2 **Option Disadvantages**
 - Does not address the request from Hagley College to provide a safer, dedicated drop-off and pick-up zone during college hours.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2
Cost to Implement		
Capex	~\$1400 Signs and road markings	\$0
Opex	~\$1500 Costs to prepare report	
Maintenance/Ongoing Costs	To be covered by the maintenance area contract	\$0

Funding Source		
Signs and road markings	Traffic Operations - Traffic Signs and Markings budget (2023/24)	na
Costs to prepare report	Traffic Operations Staff Opex	

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

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

6.2.2 The Committee has delegated authority from the Council to exercise the delegations as set out in Part D of the Register of Delegations. The Committee has delegated authority to approve parking and stopping restrictions within the area described as Plan A of the Register of Delegations.

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

6.3 Other Legal Implications:

6.3.1 There is no other legal context, issue, or implication relevant to this decision.

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decision:

6.4.1 Aligns with the [Christchurch City Council's Strategic Framework](#). <enter text>.

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

6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

6.5 The community engagement and consultation outlined in this report reflect the assessment.

6.6 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 16.0.1 Maintain roadway condition to an appropriate national standard, - >=5% of the sealed local road network is resurfaced per year

Community Impacts and Views Ngā Mariu ā-Hāpori

6.8 We informed Christchurch Hospital of our proposal, and received the following comments from their senior operations manager:

- That they cannot have any objection as they are public car parks.
- Hospital staff do regularly use these parking spaces and they are sought-after as they are unrestricted and close to the hospital.
- Staff cars are often double parked with day shift workers waiting for night staff to leave the spaces at 7.15am.
- The day and afternoon shift change overs are 2.30pm to 3.30pm (our proposal will limit afternoon parking here with same timings)
- The shift change for afternoon/ night is 11.30pm to midnight so not affected.
- Night/morning shifts change-over is 6.45am to 7.15am so not affected.

We discussed these with the College and to mitigate the comments above we have:

- Proposed to allot the minimum number of four parking spaces that the College have expressed they need.
- Reduced the time restriction from an hour to forty-five minutes.

- 6.9 We verbally consulted with the community pre-school located on the corner of Hagley Avenue and Selwyn Street. They are supportive of the proposals and considered that it would help with congestion in the surrounding streets at these times.
- 6.10 The Team Leader Parking Compliance supports the preferred option.
- 6.11 The do-nothing option is inconsistent with the request from the College to provide time restricted drop-off and pick-up parking..

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.12 The decision does not involve a significant decision concerning ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.13 The decision does not involve a matter of interest to Mana Whenua and <could/will not> impact on our agreed partnership priorities with Ngā Papatipu Rūnanga.





Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, Staff will arrange for the new signs to be installed.

Attachments Ngā Tāpirihanga

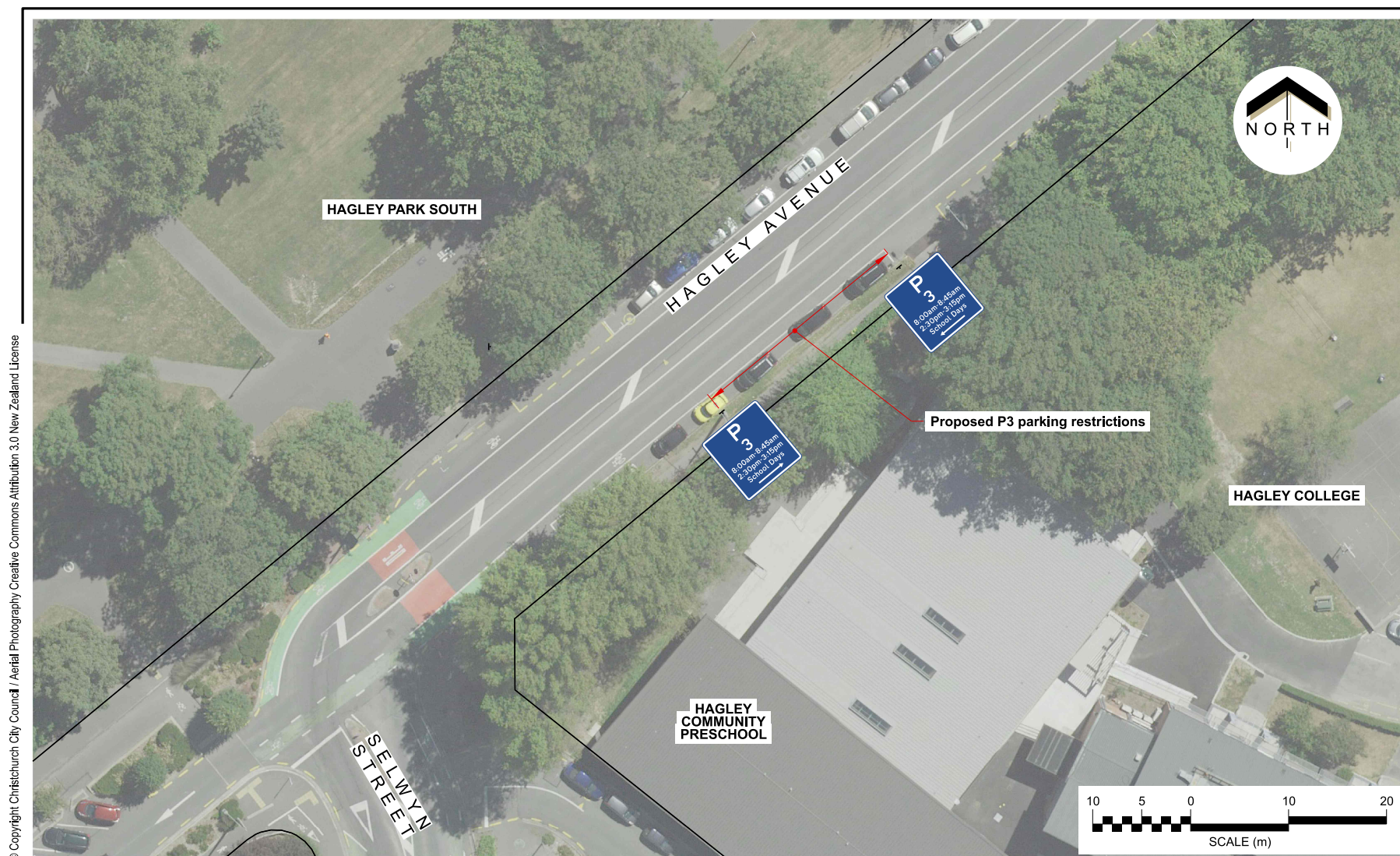
No.	Title	Reference	Page
A  	Attachment A - Hagley College, Proposed P3 Parking Restrictions	24/558738	33
B  	Attachment B - School Site Plan	24/532709	34

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

Document Name - Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Sally-Ann Marshall - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Steve Guy - Manager City Streets Maintenance



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Christchurch
City Council

Hagley Avenue
Hagley College - Proposed P3 Parking Restrictions
Consultation Plan

Attachment A

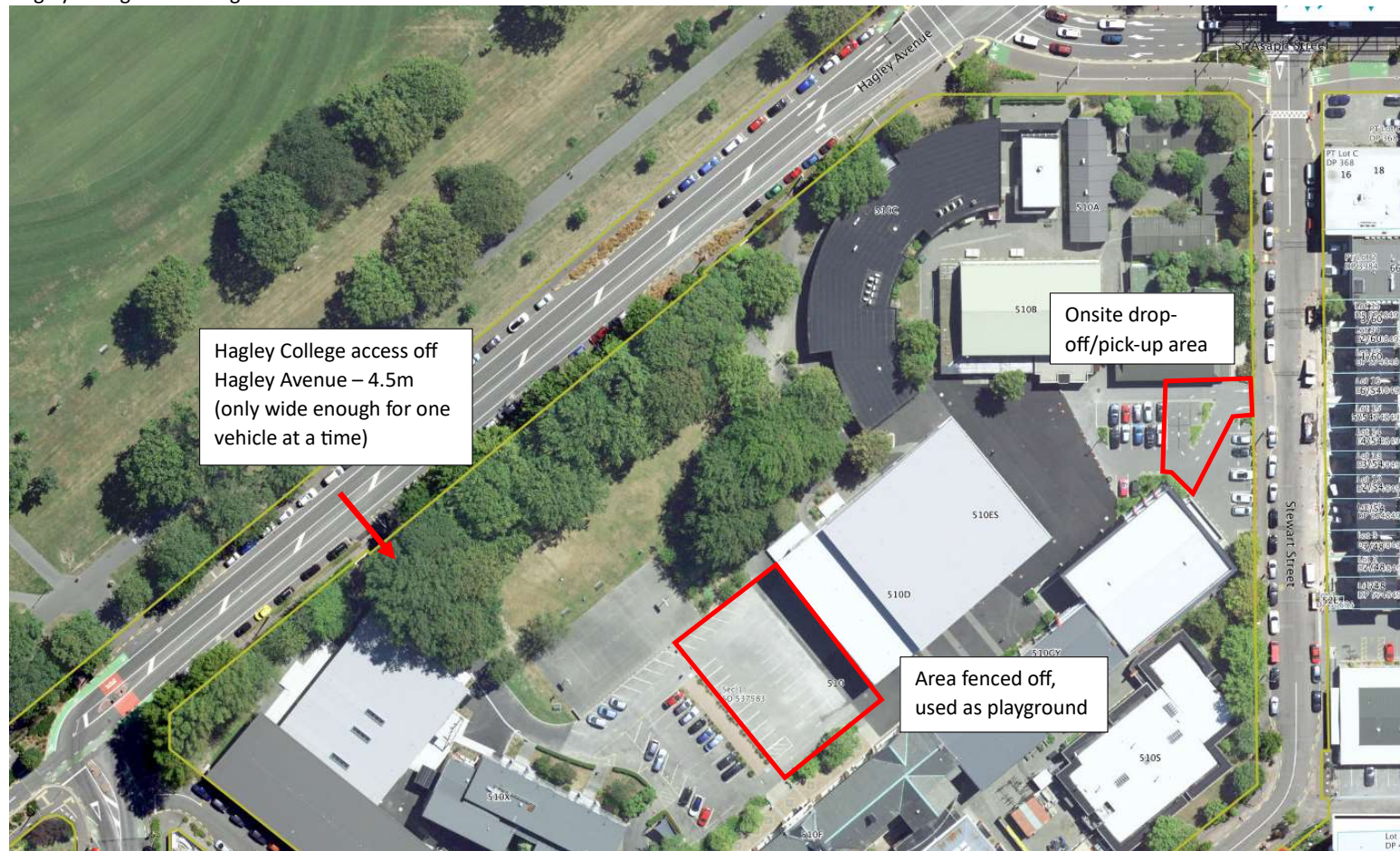
Designed: SAM, Approved: LB

Original Plan Size: A4

ISSUE.1 05/03/2024
TG144356 MJR

Central City Parking Restrictions Committee
24 May 2024
Hagley College P3 Parking Restriction – School Site Plan

Attachment B



7. Kilmore Street - Proposed P5 Loading Zones Changes

Reference Te Tohutoro: 24/741512

Responsible Officer(s) Te
Pou Matua: Patricia Su, Traffic Engineer

Accountable ELT
Member Pouwhakarae: Brent Smith, Acting General Manager City Infrastructure

1. Purpose and Origin of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval for the parking changes beside 87-93 Kilmore Street.
- 1.2 This report has been written in response to a request from the contractors working on the redevelopment of 93 Kilmore Street where two new vehicle crossings have been installed within an existing P5 Loading Zone.

2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

1. Receives the information in the Kilmore Street - Proposed P5 Loading Zones Changes Report.
2. Notes that the decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in resolution 4 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 and as shown on Attachment A:
 - a. That the stopping of vehicles be prohibited at any time on the north side of Kilmore Street, commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 76 metres.
 - b. That a Loading Zone be installed, on the north side of Kilmore Street, commencing at a point 76 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 9.5 metres. This Loading Zone is to be restricted to a maximum period of 5 minutes. This restriction is to apply at all times.
 - c. That the stopping of vehicles be prohibited at any time on the north side of Kilmore Street, commencing at a point 85.5 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 18.5 metres.
 - d. That a Loading Zone be installed, on the north side of Kilmore Street, commencing at a point 104 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 18 metres. This Loading Zone is to be restricted to a maximum period of 5 minutes. This restriction is to apply at all times.
 - e. That the stopping of vehicles be prohibited at any time on the north side of Kilmore Street, commencing at a point 122 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 7 metres.

- f. That the parking of vehicles be restricted to a maximum period of 5 minutes on the north side of Kilmore Street, commencing at a point 129 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 6 metres. This restriction is to apply at all times.
5. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in this staff report are in place (or removed in the case of revocations).

3. Executive Summary Te Whakarāpopoto Matua

- 3.1 Installation of two P5 Loading Zone At All Times and a P5 At All Times in accordance with Attachment A are proposed. This is due to two new vehicle crossings that have been installed as part of the redevelopment at 93 Kilmore Street. In addition, consultation on the existing P5 Loading Zone adjacent to 87 Kilmore Street was also undertaken to confirm its use.
- 3.2 The advantages of the proposal are:
 - Reinforces the presence of the two new vehicle crossings;
 - Ensures that the P5 Loading Zones At All Times and the P5 At All Times restrictions can be used at all times for the surrounding businesses/activities; and
 - The parking space beside 95 Kilmore Street is more suited to a car rather than other larger goods or passengers vehicles due to its size therefore, it is proposed that it be changed to a P5 At All Times.
- 3.3 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved on-street parking restrictions.

4. Background/Context Te Horopaki

- 4.1 93 Kilmore Street is located on the north side of Kilmore Street opposite the Christchurch Town Hall and has been redeveloped to a Quest Apartment Hotel with two vehicle crossings under RMA/2021/2865. Previously, there were no vehicle accesses to the site.
- 4.2 A vehicle crossing application was approved on 19 January 2023 for the two new vehicle crossings at 93 Kilmore Street (W154203). A condition of the vehicle crossing is:
 - *Applicant must liaise with the Transport Engineer for Central City, about the line marking works and applicable signage which will need to be done as part of these works. The costs for these works are the responsibility of the property owner/developer to cover, not CCC.*
- 4.3 Council staff were contacted on 16 April 2024 by the contractor once the construction of the vehicle crossings had started.
- 4.4 The new vehicle crossings are located within an existing P5 Loading Zone. Changes are required to the P5 Loading Zone to ensure that it avoids confusion that loading/unloading is prohibited in front of the new vehicle crossings.
- 4.5 In addition, there is another existing P5 Loading Zone beside the adjacent property at 87 Kilmore Street which was investigated at the same time to minimise the number of reports/approvals if any changes are required to it.
- 4.6 Both the existing P5 Loading Zones applies 8am – 6pm everyday, other than on public holidays. By changing the Loading Zone restrictions to apply at all times enables the loading/unloading of goods and passengers 24 hours a day, every day. Otherwise, outside of these restriction hours, these loading zones could be used for unrestricted parking from 6pm

onwards and not be available for the loading/unloading of goods or passengers. This may be particularly relevant when there are events on at the Town Hall.

- 4.7 If approved, the P5 Loading Zone changes beside 87 Kilmore Street recommendations will be implemented in this financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control). The P5 Loading Zone changes beside 93-95 Kilmore Street will be undertaken by the property owner/developer of 93 Kilmore Street at their cost.

Options Considered Ngā Kōwhiringa Whaiwhakaaro

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

- Two P5 Loading Zones At All Times and one P5 At All Times (Recommended Option):
 - changing the existing P5 Loading Zone in front of 87 Kilmore Street to a P5 Loading Zone At All Times; and
 - changing the existing P5 Loading Zone in front of 93-95 Kilmore Street to a P5 Loading Zone At All Times beside 93 Kilmore Street and a P5 At All Times beside 95 Kilmore Street.
- One P5 Loading Zones At All Times and two P5 At All Times:
 - changing the existing P5 Loading Zone in front of 87 Kilmore Street to a P5 At All Times; and
 - changing the existing P5 Loading Zone in front of 93-95 Kilmore Street to a P5 Loading Zone At All Times beside 93 Kilmore Street and a P5 At All Times beside 95 Kilmore Street.

- 4.9 The following options were considered but ruled out:

- Maintain the status quo – vehicles loading/unloading will likely obstruct the vehicle crossings.
- Three P5 Loading Zones At All Times – the parking space beside 95 Kilmore Street is about 6 metres in length and will be too short for most goods vehicles.

Options Descriptions Ngā Kōwhiringa

- 4.10 **Preferred Option:** Two P5 Loading Zones At All Times and one P5 At All Times

4.10.1 **Option Description:** Changing the existing P5 Loading Zone in front of 87 Kilmore Street to a P5 Loading Zone At All Times and the existing P5 Loading Zone in front of 93-95 Kilmore Street to a P5 Loading Zone At All Times beside 93 Kilmore Street and a P5 At All Times beside 95 Kilmore Street.

4.10.2 Option Advantages

- Currently, the P5 Loading Zones applies between the hours of 8am – 6pm, other than on public holidays. Therefore changing the Loading Zones to apply at all times will retain the spaces for the loading/unloading of goods and passengers 24 hours a day, every day.
- Reinforces the presence of the two new vehicle crossings at 93 Kilmore Street by signing and marking the parking restrictions either side of the new vehicle crossings.
- The parking space beside 95 Kilmore Street is more suited to a car rather than due to its size therefore, it is proposed that it be changes to a P5 At All Times.

- Changing the P5 Loading Zone beside 87 Kilmore Street to apply at all times is supported by the adjacent business owner.

4.10.3 Option Disadvantages

- Cost to the Council to change the sign for the P5 Loading Zone beside 87 Kilmore Street to a P5 Loading Zone At All Times.

4.11 Option 2 – One P5 Loading Zones At All Times and two P5 At All Times

4.11.1 Option Description: Changing the existing P5 Loading Zone in front of 87 Kilmore Street to a P5 At All Times and the existing P5 Loading Zone in front of 93-95 Kilmore Street to a P5 Loading Zone At All Times beside 93 Kilmore Street and a P5 At All Times beside 95 Kilmore Street.

4.4.2 Option Advantages

- Currently, the P5 Loading Zones applies between the hours of 8am – 6pm, other than on public holidays. Therefore changing the Loading Zones to apply at all times will retain the spaces for the loading/unloading of goods and passengers 24 hours a day, every day.
- Reinforces the presence of the two new vehicle crossings at 93 Kilmore Street by signing and marking the parking restrictions either side of the new vehicle crossings.
- The parking space beside 95 Kilmore Street is more suited to a car rather than due to its size therefore, it is proposed that it be changes to a P5 At All Times.

4.11.2 Option Disadvantages

- P5 At All Times beside 87 Kilmore Street is not supported by the adjacent business owner.
- Additional cost compared with the Preferred Option due to the removal of the existing roadmarking and new roadmarkings beside 87 Kilmore Street required.

5. Financial Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

	Recommended Option - Two P5 Loading Zones At All Times and one P5 At All Times	Option 2 - One P5 Loading Zones At All Times and two P5 At All Times
Cost to Implement	<p>\$350 for the Loading Zone signs beside 87 Kilmore Street and \$1,500 for the investigation and preparation of this report.</p> <p>The cost of the signs and roadmarking changes beside 93-95 Kilmore will be at the cost of the developer/property owner of 93 Kilmore St.</p>	<p>\$650 for the signs and roadmarkings for the P5 At All Times beside 87 Kilmore Street and \$1,500 for the investigation and preparation of this report.</p> <p>The cost of the signs and roadmarking changes beside 93-95 Kilmore will be at the cost of the developer/property owner of 93 Kilmore St.</p>
Maintenance/Ongoing Costs	To be covered by the area maintenance contract.	To be covered by the area maintenance contract.

Funding Source	Traffic Operations Team – Traffic Signs and Markings budget (2023/24)	Traffic Operations Team – Traffic Signs and Markings budget (2023/24)
Funding Availability	Yes	Yes
Impact on Rates	Minor	Minor

6. Considerations Ngā Whai Whakaaro

Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified.

Legal Considerations Ngā Hīraunga ā-Ture

6.2 Statutory and/or delegated authority to undertake proposals in the report:

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

6.2.2 The Committee has delegated authority from the Council to exercise the delegations as set out in Part D of the Register of Delegations. The Committee has delegated authority to approve parking and stopping restrictions within the area described as Plan A of the Register of Delegations.

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

6.3 Other Legal Implications:

6.3.1 There is no other legal context, issue, or implication relevant to this decision.

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

Strategy and Policy Considerations Te Whai Kaupapa here

6.4 The required decisions:

6.4.1 Align with the [Christchurch City Council's Strategic Framework](#).

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

6.4.3 The decisions in this report are assessed as low significance based on the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.

6.5 The community engagement and consultation outlined in this report reflect the assessment.

6.6 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):

6.7 Transport

6.7.1 Activity: Transport

- Level of Service: 10.3.3 Maintain customer perception of the ease of use of Council on- street parking facilities - >=50% resident satisfaction

Community Impacts and Views Ngā Mariu ā-Hāpori

- 6.8 Consultation document was emailed to the 93 Kilmore Street client’s project team on 30 April 2024. No feedback has been received as yet but any feedback received before the Committee meeting will be tabled at the meeting.
- 6.9 Consultation document was mailed out to the property owner at 95 Kilmore Street on 7 May 2024. The feedback from the property owner will be tabled at the Committee meeting.
- 6.10 The hotel at 87 Kilmore Street was emailed the consultation document on 30 April 2024. The hotel manager’s preference is to retain the existing P5 Loading Zone and extend its restriction to apply 24 hours a day, every day.
- 6.11 The Team Leader Parking Compliance supports the preferred option.
- 6.12 The decision affects the following wards/Community Board areas:
 - 6.12.1 Waipapa Papanui-Innes-Central.

Impact on Mana Whenua Ngā Whai Take Mana Whenua

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



Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

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

7. Next Steps Ngā Mahinga ā-muri

- 7.1 If approved, the P5 Loading Zone At All Times beside 87 Kilmore Street will be implemented in this financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council’s control). If approved, the recommendations beside 93-95 Kilmore Street will be undertaken by the property owner/developer at their cost.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Attachment to report 24/741512 (Title: Kilmore St - Proposed Loading Zones Changes - TG148332 - For Approval)	24/775360	42

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

Document Name – Location / File Link
Not applicable

Signatories Ngā Kaiwaitohu

Author	Patricia Su - Passenger Transport Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Jane Cameron - Team Leader Transport

