

## Central City Parking Restrictions Committee AGENDA

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### Notice of Meeting:

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

**Date:** Monday 7 August 2023  
**Time:** 1 pm  
**Venue:** Committee Room 2, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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### Membership

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

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**2 August 2023**

#### Principal Advisor

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

Ann Fitzgerald  
Committee and Hearings Advisor  
941 5989

Ann.Fitzgerald@ccc.govt.nz  
[www.ccc.govt.nz](http://www.ccc.govt.nz)

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.

**To view copies of Agendas and Minutes, visit:**

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>

# 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

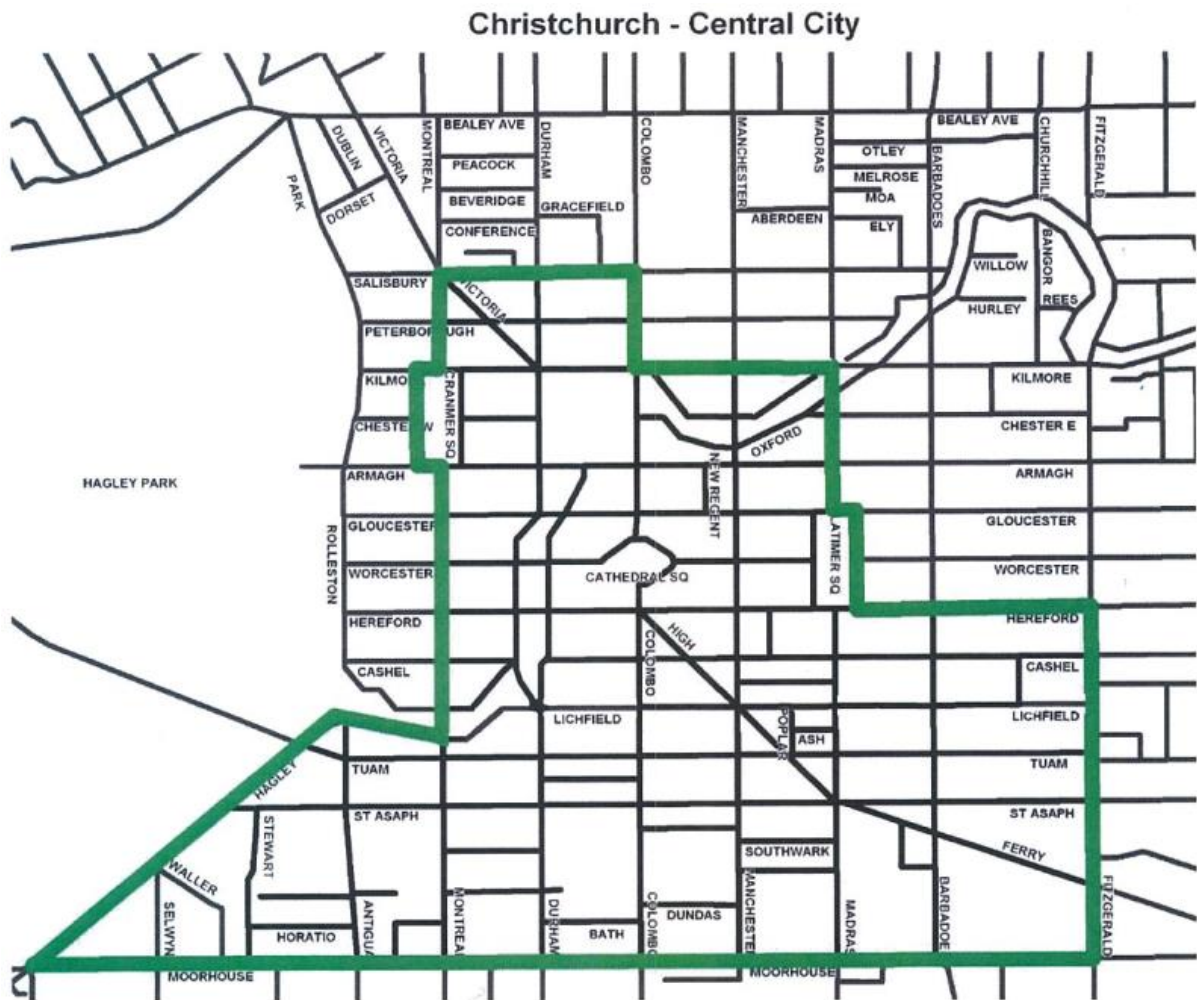
Delegate the following responsibilities, duties, and powers to the Central City Parking Restrictions Committee:

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><b>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</b></p> <ul style="list-style-type: none"> <li>Prohibiting or restricting the stopping, standing or parking of vehicles, or any class of vehicles, on any road; or</li> <li>Limiting the stopping, standing or parking of vehicles on any road to any class of vehicles.</li> <li>Prescribing any conditions under clause 7.</li> </ul>
<p><b>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</b></p> <ul style="list-style-type: none"> <li>Designating an area to be a zone parking area and the restrictions that apply in that zone parking area (“zone parking controls”); and</li> <li>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</li> <li>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</li> <li>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.</li> <li>Making provision for the efficient management and control of a parking place or transport station or zone parking area.</li> </ul>
<p><b>With respect to the district of Christchurch City, whether it relates to “on-street” or “off-street”, under clause 8</b></p> <ul style="list-style-type: none"> <li>Prescribing any charges to be paid for the use of a parking place or transport station or in a zone parking area, <b>subject to the limits set out in the Annual Plan or Long Term Plan as the case may be. (See limits set out below which may change each year the Annual Plan or Long term Plan is adopted)</b></li> <li>Prescribing the manner by which parking charges may be paid by the use of parking machines or in any other manner</li> </ul>
<p><b>On Street Parking</b></p> <p>(a) Parking Meters - discretion to set and modify fees within these ranges is delegated to the Parking Restrictions Committee</p>

<p>(i) 1 hour meters - 2021/2022 Annual Plan \$3 to \$10</p> <p>(ii) 2 hour and 3 hour meters - 2021/2022 Annual Plan \$3 to \$10</p> <p>(iii) All Day meter rate - 2021/2022 Annual Plan \$3 to \$10</p> <p>(b) Coupon Parking - 2021/2022 Annual Plan \$3.70</p> <p>(c) Meter Hoods - per day - 2021/2022 Annual Plan \$30.00</p> <p>(c) Meter Hoods - per month - 2021/2022 Annual Plan \$450.00</p> <p>(d) Waiver of Time limit restriction - 2021/2022 Annual Plan \$210.00</p> <p>(e) Residential Parking Permits - 2021/2022 Annual Plan \$100.00</p>
<p><b>At Ground (or 'at grade') Off-Street Parking</b></p> <p>Determination of fees on individual sites is delegated to the Parking Restrictions Committee within the following range: - \$0 to \$25.00 per day or part thereof</p>
<p><b>Parking Buildings</b></p> <p>The determination of fees on individual sites, including but not limited to, the following locations:</p> <p>(i) <b>Art Gallery Car Park</b> 2021/2022 Annual Plan up to \$5.00 per hour</p> <p>(ii) <b>Lichfield Street Parking Building</b> 2021/2022 Annual Plan up to \$5.00 per hour</p>
<p><b>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</b></p> <ul style="list-style-type: none"> <li>Reserving any specified parking place or places as – <ul style="list-style-type: none"> <li>(a) residents' only parking area for the exclusive use of persons who reside in the vicinity; or</li> <li>(b) residents' exemption parking area for the use of persons who reside in the vicinity.</li> </ul> </li> <li>Prescribing – <ul style="list-style-type: none"> <li>(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</li> <li>(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</li> <li>(c) which parking, stopping and standing restrictions permit holders are exempt from within a residents' exemption parking area.</li> </ul> </li> </ul>
<p><b>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</b></p> <ul style="list-style-type: none"> <li>Allowing motor vehicles to stop, stand, or park in that part of the road in contravention of clause 11(1) or 11 (2).</li> </ul>

Plan A:



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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. Election of Chairperson Te Whakatū Poumua**

The Central City Parking Restrictions Committee is required to elect a Chairperson for the term of the Committee. The Democratic Services Advisor will call for nominations at the meeting.

**3. 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.

**4. Deputations by Appointment Ngā Huinga Whakaritenga**

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





## 5. Central City Parking Restrictions Committee Terms of Reference and Delegations

Reference / Te Tohutoro: 23/1111978

Report of / Te Pou Ann Fitzgerald, Democratic Services Advisor  
Matua: (ann.fitzgerald@ccc.govt.nz)

Senior Manager / Mary Richardson, General Manager Citizens & Community  
Pouwhakarae: (Mary.Richardson@ccc.govt.nz)

### 1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide the Committee with an opportunity to review the Terms of Reference and report back any proposed amendments to Council for consideration.

### 2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

1. Recommends that the following amendments to the Terms of Reference be referred to Council for consideration:
  - a. Delete the delegations under clause 8 “on street” and “off street” parking charges.
  - b. Delete the delegation under clause 10 relating to specifying parking place or places as residents only parking area for the exclusive use of persons who resident in the vicinity.

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 On 17 May 2023, the Council resolved to reactivate the Central City Parking Restrictions Committee and adopted the Terms of Reference that were in operation during the previous Council term 2019 – 2022.
- 3.2 The Council resolved that the Committee report back any proposed amendments to the Terms of Reference to the Council, for consideration. This report summarises the proposed amendments (shown in Attachment A).

### 4. Detail / Te Whakamahuki

- 4.1 The Central City Parking Restrictions Committee has specific delegations relating to parts of clauses 7, 8, 10 and 11 of the Parking and Traffic Bylaw 2017. A copy of these sections of the Bylaw is attached to this report (Attachment B).

#### Discretion to prescribe “on street” and “off street” parking charges

- 4.2 The Terms of Reference includes the discretion to prescribe “on street” and “off-street” parking charges, under clause 8 of the Parking and Traffic Bylaw 2017, which is subject to limits set out in the Annual Plan or Long Term Plan.
- 4.3 The fees set in the 2023/24 Annual Plan are expressed as a fixed charge, rather than providing a range (as has been done in the past) or indicating that they are a maximum limit. There is no discretion for this Committee to set or modify the fees.
- 4.4 It is therefore recommended that this section of the Terms of Reference be removed. It can be resolved to be included in the Terms of Reference of the Committee for any subsequent Annual Plan or Long-Term Plan depending upon the approach taken as the case may require.

### Central City Parking Policy

- 4.5 The Central City Parking Policy (2021) provides a framework to manage and address parking related issues in the central city. Policy 6 (Attachment C) provides that the Council will retain existing residents' only parking areas and not permit new resident only parking areas. It is therefore recommended that the delegation associated with reserving residents' only parking be removed from the Terms of Reference to align with this policy.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A <a href="#">↓</a>	Proposed Amendments to Central City Parking Restrictions Terms of Reference	23/1140797	11
B <a href="#">↓</a>	Sections 7 -11 Traffic and Parking Bylaw 2017	23/1143429	14
C <a href="#">↓</a>	Central City Parking Policy - Policy 6	23/1140934	18

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

Document Name – Location / File Link
Not applicable

### Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

(a) This report contains:

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

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

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	Ann Fitzgerald - Committee and Hearings Advisor Maryem Al Samer - Legal Counsel
<b>Approved By</b>	Megan Pearce - Manager Hearings and Council Support Steffan Thomas - Head of Technical Services & Design

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

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### Christchurch - Central City



Traffic and Parking Bylaw 2017 - Sections 7-11

**ZONE PARKING AREA** means an area where zone parking applies.

- (2) In this bylaw, unless the context otherwise requires -
- (a) **motor vehicle, owner, parking, road, and vehicle** have the same meanings as in section 2(1) of the Land Transport Act 1998; and
  - (b) **bus lane, cycle, cycle lane, cycle path, driver, emergency vehicle, footpath, mobility device, power assisted cycle, roadway, and special vehicle lane** have the same meanings as in clause 1.6 of the Land Transport (Road User) Rule 2004.
- (3) Any undefined words, phrases or expressions used in this bylaw have the same meaning as in the Act unless the context plainly requires a different meaning.
- (4) The Interpretation Act 1999 applies to the interpretation of this bylaw.
- (5) Explanatory notes are not part of the bylaw, and the Council may add, amend or delete explanatory notes at any time without amending the bylaw.

*Explanatory note: Explanatory notes are used for a number of reasons, including to explain the intent of a clause in less formal language, to include additional helpful information, or because the information may be subject to change and need to be updated before the bylaw itself has to be updated.*

## 6. RESOLUTIONS MADE UNDER THIS BYLAW

- (1) A resolution may be made under this bylaw -
- (a) to regulate, control or prohibit any matter or thing generally, or for any specific classes of case, or in a particular case; or
  - (b) that applies to all vehicles or traffic or to any specified class of vehicles or traffic using a road; or
  - (c) that applies to any road or part of a road, greenspace adjoining the road, building, or transport station under the care, control, or management of the Council; or
  - (d) that applies at any specified time or period of time.
- (2) The Council may subsequently amend or revoke any resolution made under this bylaw at any time.

## PART 1

## PARKING

## 7. STOPPING, STANDING AND PARKING

- (1) The Council may by resolution -
- (a) prohibit or restrict the stopping, standing or parking of vehicles, or any class of vehicles, on any road; or
  - (b) limit the stopping, standing or parking of vehicles on any road to any class of vehicles.
- (2) Any prohibition, restriction or limitation may be subject to such conditions as the Council thinks fit.

- (3) A person must not stop, stand or park a vehicle on any road in contravention of a prohibition, restriction or limitation made by the Council.

*Explanatory note: Examples of restrictions include:*

- prohibiting parking on any roads ("No Stopping");
- prohibiting heavy motor vehicles from parking on roads in residential areas;
- prohibiting trailers and motorhomes from parking in certain locations (e.g. next to slipway entrances); and
- providing for bus stops, taxi stands and loading zones.

## **8. PARKING PLACES, PARKING BUILDINGS, TRANSPORT STATIONS AND ZONE PARKING AREAS**

- (1) The Council may by resolution -

- (a) designate an area to be a zone parking area and the restrictions that apply in that zone parking area ("zone parking controls"); and
- (b) reserve any area of land or any road or any part of a road or any building or any part of a building owned or under the care, management or control of the Council to be a parking place or a transport station, subject to restrictions; and
- (c) specify the vehicles or classes of vehicle that can use or must not use a parking place or transport station or zone parking area; and
- (d) prescribe 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; and
- (e) prescribe:
  - (i) any charges to be paid for the use of a parking place or transport station or in a zone parking area; and
  - (ii) the manner by which parking charges may be paid by the use of parking machines or in any other specified manner; and
- (f) make provision for the efficient management and control of a parking place or transport station or zone parking area.

- (2) Any restrictions that apply to a zone parking area, do not apply in locations within that zone parking area where other specific stopping, standing or parking restrictions apply.

- (3) Where the Council has prescribed a fee for parking in a parking place or transport station or zone parking area, any person parking there must -

- (a) pay the fee without delay and in the manner so prescribed; and
- (b) if a parking receipt or parking coupon, in paper form, states that it must be displayed in or on the vehicle, display the parking receipt or parking coupon in accordance with the instructions printed on it.

- (4) A person must not park a vehicle in a parking place or transport station or zone parking area in contravention of any prohibition or restriction made by the Council.

*Explanatory note: This clause provides for both on-street and off-street parking that is subject to restrictions. Examples of restrictions include prescribing:*

- the number and location of parking spaces;
- when restrictions apply and the length of those restrictions; and
- parking charges and the method of payment for those charges.



*If the Council designates an area as a zone parking area, the parking restrictions in that zone may apply to a number of roads. Parking zones can apply in areas where people using vehicles within the area can reasonably be expected to be aware of the application of the parking restriction to the area, without the need for signs at each intersection within the area.*

## 9. TEMPORARY DISCONTINUANCE OF A PARKING PLACE

- (1) If an authorised officer is of the opinion that any parking place should be temporarily discontinued as a parking place, the authorised officer may authorise the placement of a sign or other controls that sufficiently indicates "No Stopping" at such parking place.
- (2) 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.

*Explanatory Note: From time to time, the Council may need to temporarily discontinue parking places and use those places for other temporary activities. For example, temporary bus stops, temporary bus lanes, and construction activity spaces.*

- (3) No person may -
  - (a) stop or park a vehicle at:
    - (i) a parking place affected by a sign or other traffic controls under subclause (1); or
    - (ii) a parking place affected by a sign or traffic control under subclause (2) unless that person is specifically authorised by the authorised officer or complies with any specified condition by the sign or traffic control.
  - (b) remove any signs or traffic controls authorised under subclauses (1) or (2).
- (4) 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.

## 10. RESIDENTS' PARKING

- (1) The Council may by resolution reserve any specified parking place or places as -
  - (a) a residents' only parking area for the exclusive use of persons who reside in the vicinity; or
  - (b) a residents' exemption parking area for the use of persons who reside in the vicinity.

*Explanatory note: residents with a residents' parking permit are exempt from general parking, stopping and standing restrictions in the exemption area, for example a parking place with time restrictions.*

- (2) The Council may by resolution prescribe -
  - (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.
- (3) Any person who parks a vehicle in a residents' only parking area must pay the prescribed residents' parking permit fee and display a current approved residents' parking permit so that it is clearly visible.
- (4) To be exempt from parking restrictions, including parking charges, any person who parks a vehicle in a residents' exemption parking area must pay the prescribed residents' parking permit fee and display a current approved residents' parking permit so that it is clearly visible.
- (5) A person must not park a vehicle in a residents' parking area in contravention of a prohibition or restriction made by the Council under this clause.

#### **11. NO PARKING ON CERTAIN PARTS OF THE ROAD**

- (1) A person must not stop, stand or park a motor vehicle, wholly or partially, on that part of any road which is laid out as a cultivated area, being a garden or grass berm.
- (2) A person must not stop, stand or park, wholly or partially, a motor vehicle on that part of any road which has been separated from the roadway by a kerb that is a paved or other surfaced landscaped area, with or without a planted area, and whether or not it is designed for use by pedestrians.
- (3) A person may stop, stand or park a motor vehicle in contravention of sub-clauses (1) and (2) if-
  - (a) that part of the road is designed and constructed to accommodate a parked vehicle; or
  - (b) an authorised officer has given written permission to stop, stand or park a vehicle in that part of the road; or
  - (c) the Council, by resolution, has allowed motor vehicles to stop, stand, or park in that part of the road.
- (4) Clause 6.2(2) of the Land Transport (Road User) Rule 2004 applies to this clause, and clause 6.2(1) of that Rule does not apply.

*Explanatory Note: This clause still allows a person to stop, stand or park a motor vehicle off the roadway where there is no kerb unless otherwise restricted by signs and/or markings. For example, a person may park a motor vehicle off the roadway on a rural road on the grass verge or on a beachfront area.*

*All resolutions made under this clause by the Council will be recorded in a register which is available to members of the public on request*

#### **12. MOTORHOMES, IMMOBILISED VEHICLES AND TRAILERS**

- (1) No person may park a motorhome, immobilised vehicle or trailer, whether or not the trailer is attached to another vehicle, on any road for a continuous period exceeding seven days without the prior written permission of an authorised officer.
- (2) Parking on any road for a continuous period exceeding seven days in sub-clause (1) includes parking on any road within 500 metres of the original parking place, at any time during the seven days.

## Policy 6: Generally retain existing resident-only parking areas but do not permit new resident-only areas

Resident-only parking refers to a space that only residents can park in. This is different from residential exemption parking (Policy 5). There are few of these in operation. While we will generally retain existing resident-only parking areas for which parking permits are currently issued, no new resident-only parks will be introduced.

However:

- In areas of no or low demand, we will undertake a review to determine whether resident-only parks should be retained, reduced, or removed.
- We will retain the discretion to remove resident-only parks in places where a new residential exemption parking area is proposed. The effect on existing permit holders will be taken into account in making a decision. If a decision is made to remove the resident-only parks, existing permit holders could apply for a residential exemption permit.



## 6. Duke Street - Proposed No Stopping Restrictions

Reference Te Tohutoro:	23/877916
Report of Te Pou Matua:	Sally-Ann Marshall, Traffic Engineer sallyann.marshall@ccc.govt.nz
General Manager Pouwhakarae:	Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

### 1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Central City Parking Restrictions Committee to consider options to improve access to a local business on Duke Street. This report has been written following a request from a local business to address access issues that are being caused by parked cars along the narrow section of Duke Street.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to install No Stopping restrictions in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

1. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 2a- 2c below.
2. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that:
  - a. the stopping of all vehicles be prohibited at any time on the western side of Duke Street commencing at its intersection with St Asaph Street, and extending in a northerly direction for a distance of 58 metres.
  - b. the parking of motor vehicles be restricted to a maximum period of five minutes at any time on the western side of Duke Street, commencing at a point 58 metres north of its intersection with St Asaph Street and extending in a northerly direction for a distance of 33.5 metres.
  - c. the stopping of all vehicles be prohibited at any time on the western side of Duke Street commencing at a point 91.5 metres north of its intersection with St Asaph Street, and extending in a northerly direction for a distance of 15.5 metres.
3. Approves that recommendations 1 to 2 take effect when parking signage and/or road markings that evidence the restrictions described in the report on the meeting agenda are in place (or removed in the case of revocations).

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 The current P5 timed restriction on the southern length of Duke Street is causing access issues for a local business as this section is a narrow, two-way street. There is also the safety implication of larger, especially emergency, vehicles not being able to get through when vehicles are parked in this location. Additionally, the P5 timed restriction is not being

adhered to and vehicles are parking here for significantly longer than the allowable five minutes, which in turn is leading to multiple call-outs to the parking enforcement team.

- 3.2 Implementing the No Stopping restriction recommendations will improve local business access and safety by allowing unimpeded emergency access.
- 3.3 The preferred option is to install No Stopping Restrictions and retain a short section of P5 Parking Restriction in accordance with Attachment A.

#### 4. Alternative Options Considered Ētahi atu Kōwhiringa

##### Do nothing

- 4.1 The advantages of this option include:
  - Retains eight P5 parking spaces.
- 4.2 The disadvantages of the option include:
  - Does not address the issues a local business owner is having with parked cars affecting access to their property.
  - Does not address the safety concerns relating to through access of oversize vehicles, including emergency vehicle access when vehicles are parked in this location.

#### 5. Detail Te Whakamahuki

- 5.1 Duke Street is classified as a Local Road in the Councils roading hierarchy. These roads function almost entirely for access purposes and are not intended to act as through routes for motor vehicles.
- 5.2 Duke Street is a two-way, commercial street that sits between St Asaph Street to the south and Tuam Street to the north. From St Asaph Street to 49 metres in a northerly direction, Duke Street is 6.5 metres wide, the remainder of the street is 8 metres wide.
- 5.3 The current parking layout along Duke Street consists of:

##### *West Side of Duke Street*

- No Stopping Restriction (broken yellow lines) commencing at the Duke Street intersection with St Asaph Street, and extending eight metres in a northerly direction.
- “P5 At Any Time” Parking Restriction commencing 8 metres from the Duke Street intersection with St Asaph Street, and extending 83.5 metres in a northerly direction.
- No Stopping Restriction (broken yellow lines) commencing 91.5 metres from the Duke Street intersection with St Asaph Street, and extending 15.5 metres in a northerly direction.

##### *East Side of Duke Street*

- No Stopping Restriction (broken yellow lines) commencing at the Duke Street intersection with St Asaph Street, and extending 48 metres in a northerly direction.
  - No Stopping Restriction (broken yellow lines) commencing 70 metres from the Duke Street intersection with St Asaph Street, and extending 38 metres in a northerly direction.
- 5.4 Telfer Properties, who have requested staff investigate the proposed No Stopping Restriction, own both properties accessed off the narrow section of Duke Street. They have delivery vans visiting their property throughout the day and heavy goods vehicles requiring access up to five times a day.

- 5.5 The current “P5 at any time” restriction is not being adhered to by motorists. Vehicles are being parked opposite the Telfers access on the west side of Duke Street for considerably longer than the P5 timed restriction. This, combined with the narrow width of this section of Duke Street, is restricting their access requiring multiple forward and reverse attempts to get past vehicles parked in the P5 zone opposite.
- 5.6 The parking compliance team have been called out 155 times since June 2021 to attend vehicles exceeding the allowed P5 parking restriction.
- 5.7 The parking compliance team leader supports these proposals.
- 5.8 A search of Waka Kotahi’s Crash Analysis System shows there have been no reported crashes on Duke Street in the last five years. This street has no risk classification under Council’s high risk intersection mapping system.
- 5.9 Approval is required by the Central City Parking Restrictions Committee.
- 5.10 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).

### Community Views and Preferences

#### 5.11 Summary of feedback

Staff sent out five consultation letters and plans to directly affected businesses and property owners.

Staff received one response to this consultation from Telfers who fully support the proposals.

## 6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

- 6.1 Council’s strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 This report supports the Council’s Long Term Plan (2021 - 2031):
- 6.3 Transport
  - 6.3.1 Activity: Transport
    - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - <=100 crashes

### Policy Consistency Te Whai Kaupapa here

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

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.5 The effects of this proposal upon Mana Whenua are expected to be insignificant.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.6 This proposal does not have any significant effect upon carbon emissions and climate change.

### Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.7 This proposal improves access to businesses in the area and through access for other road users.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$500 to remove the existing P5 signs and for the new road markings and \$750 for producing the report.
- 7.2 Maintenance/Ongoing costs – approximately \$200 a year.
- 7.3 Funding Source - Traffic Operations Signs and Markings budget (installation)/existing Transport maintenance budgets for ongoing maintenance.

### Other

- 7.4 None identified.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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

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

### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

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

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Not applicable.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A <a href="#">↓</a>	Attachment A - Duke Street Proposed No Stopping Restriction	23/890655	24

Additional background information may be noted in the below table:

Document Name	Location / File Link
Not applicable	



## Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

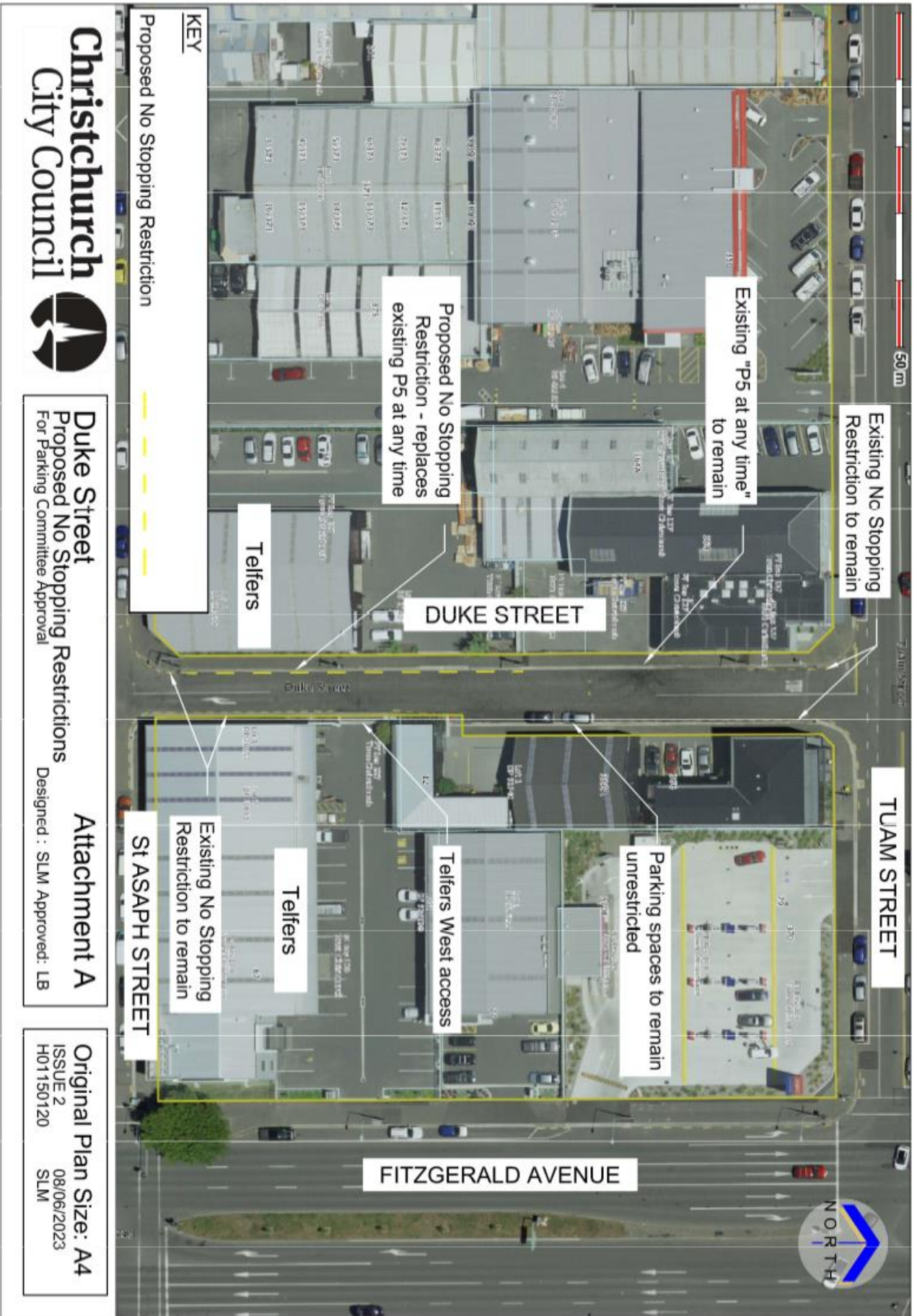
(a) This report contains:

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

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

## Signatories Ngā Kaiwaitohu

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





## 7. Oxford Terrace- Short Term Parking between Montreal Street and Antigua Street

Reference Te Tohutoro:	23/839469
Report of Te Pou Matua:	Michael Thomson, Transport Engineer michael.thomson@ccc.govt.nz
Senior Leader Pouwhakarae:	Mary Richardson, General Manager Citizens & Community mary.richardson@ccc.govt.nz

### 1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek approval for a ten-minute parking area on Oxford Terrace. This report has been written following a request from the property owner and the businesses who occupy the building at 32 Oxford Terrace.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to install a ten-minute parking restriction in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

1. Approves that any previous resolutions pertaining to parking and /or stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with the parking or stopping restrictions described in recommendation 2 below, be revoked.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles be restricted to a maximum period of ten minutes, on the southern side of Oxford Terrace, commencing at a point 83 metres west of its intersection with Montreal Street and extending in a westerly direction for a distance of eight metres. This restriction is to apply at any time.
3. Approves that Resolutions 1 and 2 above, take effect when parking signage that evidence the restriction described in this staff report are in place (or removed in the case of revocations).

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 This short-term parking restriction will assist local businesses with required servicing vehicles in association with their business and short stay parking for customers.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo.
- 4.2 The advantages of this option include:
  - 4.2.1 Retaining the streetscape layout as originally designed for this section of road.
- 4.3 The disadvantages of the option include:
  - 4.3.1 Affected business owners vehicle serving needs are not addressed.

## 5. Detail Te Whakamahuki

- 5.1 Following the earthquake sequence in Christchurch, the Transport Chapter of the Recovery plan identified the rebuild of Oxford Terrace as part of the Avon River precinct.
- 5.2 Oxford Terrace, between the hospital and the Margaret Mahy Playground, was declared a Shared Zone, noting that the default parking management for a Shared Zone is no parking, unless specified by the Road Controlling Authority.
- 5.3 The location for the proposed short term parking space is outside 32 Oxford Terrace. This is within the street block between Montreal Street and Antigua Street. The building structure at 32 Oxford Terrace survived the earthquake sequence and was refurbished as offices with retail on the ground floor.
- 5.4 This property was purchased, with businesses establishing after the reconstruction of Oxford Terrace as a shared Zone.
- 5.5 Servicing of the ground floor businesses is currently problematic. As stated above, the design and construction of this section of Oxford Terrace did not include any parking or loading zones. The property has two street frontages, Oxford Terrace and Tuam Street which has loading zones. These loading zones are not very accessible for the cartage of goods to properties fronting Oxford Terrace due to several factors, including having to cross two lanes of busy traffic, having to negotiate kerbs and medians due to the separated cycleway on Tuam Street, and access to Oxford Terrace via a narrow path.
- 5.6 The site is within the Central City Special Purpose Zone, as defined in the Central City Parking Policy. This proposal complies with the prioritisation of road space for competing demands as set out in the policy.
- 5.7 Council staff investigated all options for a standard size loading zone. Unfortunately, there is no suitable space for such a zone. The properties on each immediate side are being developed with vehicle access onto Oxford Terrace, which precludes adjoining areas being suitable for a loading zone.
- 5.8 The proposal, as recommended, is to create an eight-metre-long parking space. This will accommodate smaller delivery vehicles, cars and vans. It will not accommodate a standard goods vehicle truck. The owner and businesses have been advised and agree that smaller vehicles will be used for servicing the businesses.
- 5.9 The Team Leader Parking Compliance supports the proposal.

### Community Views and Preferences

- 5.10 The proposal has been discussed with the owner of the building at 32 Oxford Terrace, who requested a short term parking space, and the University of Otago who own the adjacent property.
- 5.11 The owner of the adjacent University of Otago property objected to an original proposal to place a loading zone outside their building frontage.
- 5.12 An alternative proposal to create a ten minute parking space outside 32 Oxford Terrace, has the support of both parties.

## 6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

### Strategic Alignment Te Rautaki Tīaroaro

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

### Policy Consistency Te Whai Kaupapa here

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

### Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.5 The effects of this proposal upon Mana Whenua are expected to be insignificant.

### Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.6 This proposal does not have any significant effect upon carbon emissions and Climate Change.

### Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.7 This proposal improves accessibility for persons wishing to deliver or collect goods.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$400 for two signs and poles, noting that no road markings will be used within this Shared Zone.
- 7.2 Maintenance/Ongoing costs - nil
- 7.3 Funding Source – existing signs and markings budget- Traffic Operations.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking or stopping restrictions by resolution.
- 8.2 The Central City Parking Restrictions Committee has delegated authority from 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.
- 8.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.4 There is no other legal context, issue or implication relevant to this decision.
- 8.5 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal

Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.3.

## 9. Risk Management Implications Ngā Hiraunga Tūraru

9.1 None identified.

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A <a href="#">↓</a>	Oxford Terrace Loading Zone	23/1021261	29

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

Document Name – Location / File Link
Not applicable

### Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

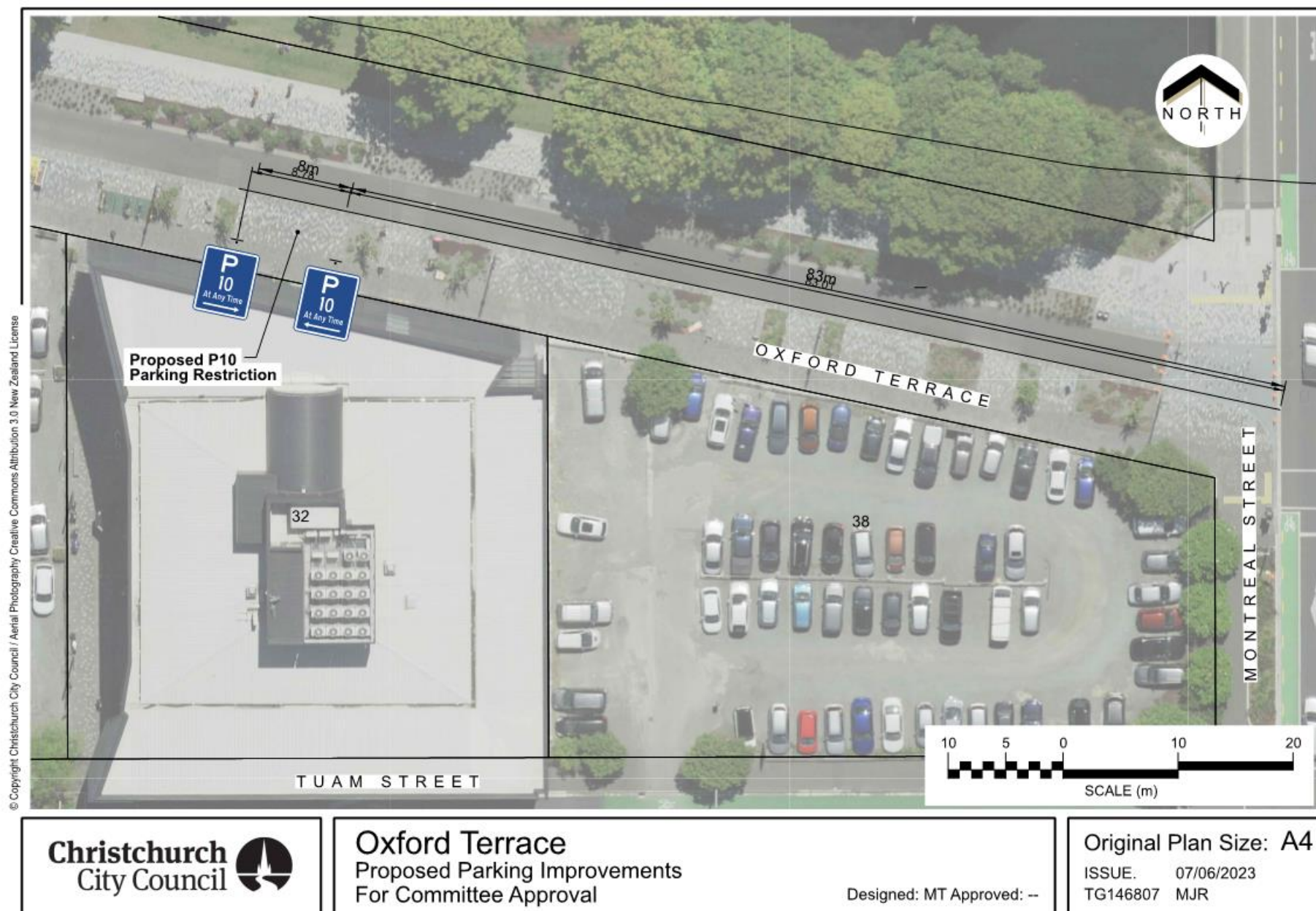
(a) This report contains:

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

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

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Michael Thomson - Transport Engineer
<b>Approved By</b>	Katie Smith - Team Leader Traffic Operations Steve Guy - Manager City Streets Maintenance







## 8. Halkett Street - Proposed No Stopping Restrictions

Reference Te Tohutoro:	23/199481
Report of Te Pou Matua:	Sally-Ann Marshall, Traffic Engineer sallyann.marshall@ccc.govt.nz
General Manager Pouwhakarae:	Mary Richardson, General Manager Citizens & Community (Mary.Richardson@ccc.govt.nz)

### 1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for Council to consider the approval of Parking and No Stopping Restrictions on Halkett Street.
- 1.2 This report has been written in response to a request from local business owners for Council to address safety issues caused by vehicles parking too close to driveways and to provide time restricted parking.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to install Parking and No Stopping restrictions in accordance with Attachment A.

### 2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

1. Approves that any previous resolutions pertaining to Parking or No Stopping Restrictions made pursuant to any bylaw to the extent that they are in conflict with the parking and stopping restrictions described in recommendations 2a to 2g below, be revoked.
2. Approves that, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. the stopping of vehicles be prohibited on the eastern side of Antigua Street, commencing at its intersection with Halkett Street and extending in a northerly direction for a distance of 19 metres.
  - b. the stopping of vehicles be prohibited on the northern side of Halkett Street, commencing at its intersection with Antigua Street and extending in an easterly direction for a distance of 7.5 metres.
  - c. the parking of all vehicles be restricted to a maximum period of 30 minutes on the northern side of Halkett Street commencing at a point 7.5 metres of its intersection with Antigua Street, and extending in an easterly direction for a distance of 12 metres.
  - d. the parking of all vehicles be restricted to a maximum period of 120 minutes on the northern side of Halkett Street commencing at a point 19.5 metres of its intersection with Antigua Street, and extending in an easterly direction for a distance of 57 metres.
  - e. a Loading Zone be installed on the northern side of Halkett Street, commencing at a point 77 metres east of its intersection with Antigua Street and extending in an easterly direction for a distance of 14.5 metres. This Loading Zone is to be restricted to a

maximum loading period of 5 minutes for Goods Vehicles Only. This restriction is to apply at all times.

- f. the stopping of vehicles be prohibited on the northern side of Halkett Street, commencing at a point 91.5 metres east of its intersection with Antigua Street and extending in an easterly direction following the kerb around the eastern end of Halkett Street in a clockwise direction then extending in a westerly direction on the southern side to its intersection with Antigua Street.
  - g. the stopping of vehicles be prohibited on the eastern side of Antigua Street, commencing at its intersection with Halkett Street and extending in a southerly direction for a distance of 12 metres.
3. Approve that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

### 3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Safety concerns have been raised related to vehicles parking too close local business driveways. This is affecting visibility and posing an elevated risk of vehicle conflict.
- 3.2 The No Stopping Restrictions are proposed to improve visibility in this location. This is an area where it is already illegal as there is not space for vehicles, other than motorcycles, to park without encroaching within 1 metre of the driveway located there.
- 3.3 Implementing the noted recommendations will lead to a reduction in the risk of a crash by improving visibility at the driveways and providing adequate space for exiting vehicles.
- 3.4 Following consultation with businesses for the proposed No Stopping Restrictions, we received a request to investigate providing time restricted parking. With this being a central city location, where there are numerous businesses in the area and the Metro Sports Facility, currently under construction, we consider a P120 parking restriction would be of benefit.
- 3.5 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety and available parking.
- 3.6 The recommended option is to install Parking and No Stopping restrictions in accordance with Attachment A.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

Do nothing

- 4.1 The advantages of this option include:
  - None identified.
- 4.2 The disadvantages of the option include:
  - Does not address the safety concerns raised in this location by a local business owner.

### 5. Detail Te Whakamahuki

- 5.1 Halkett Street and Antigua Street are both classified as Local Roads in Council's roading hierarchy.
- 5.2 Halkett Street is a no exit, two-way street that gives access to a number of commercial businesses. Antigua Street is a two-way street with cycle and parking lanes in both directions.



5.3 The existing parking layout is:

- No Stopping Restrictions (broken yellow lines) on the northern side of Halkett Street, commencing at the intersection with Antigua Street and extending in an easterly direction for 19 metres.
- 12 unrestricted parking spaces on the northern side of Halkett Street.
- Goods Vehicles Only P5 Loading Zone on the north side of Halkett Street outside #15 Halkett Street.
- No Stopping Restrictions (broken yellow lines) on the southern side of Halkett Street commencing at the intersection with Antigua Street for a distance of 50 metres in an easterly direction.

5.4 The Land Transport (Road User) Rule 2004, Section 6.9 Obstructing vehicle entrances and exits, states:

- (1) *a driver or person in charge of a vehicle must not stop, stand, or park the vehicle so as to obstruct entry to or exit from any driveway.”*
- (2) *For the purposes of this clause, a vehicle parked alongside any part of a kerb crossing provided for a driveway or within 1 metre of the prolongation of the side of a driveway must be regarded as obstructing entry and exit.*

The Traffic Control Devices Manual, Part 13, Parking Control – Section 6, Markings states that parking bays should be a minimum of 5.4 metres long.

5.5 The spaces between driveways on the south side Halkett Street are not long enough for a vehicle, other than a motorcycle, to park considering the requirement to be one metre back from private driveways, and the 5.4 metre required standard parking bay length. Staff are therefore proposing to extend the existing No Stopping Restriction along the south side of Halkett Street and around the turning head.

The length of proposed No Stopping Restriction reinforces a location where it is already illegal to park.

5.6 There are currently 12 unrestricted parking spaces on the northern side of Halkett Street. Feedback from a local business following our initial consultation on the proposed No Stopping Restriction prompted staff to investigate also providing time restricted parking along the street.

5.7 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).

5.8 We are proposing to change the parking spaces on the north side of Halkett Street from unrestricted to two P30 and ten P120 time restricted spaces.

Halkett Street is a busy commercial area with numerous businesses located here. Staff have visited the site on a several occasions to confirm the occupancy of spaces complies with the Central City Parking Policy requirements as noted in section 5.6. Staff consider assigning the

available road space on the north side of the street to P30 and P120 time restricted parking which is a consistent approach that is in line with the Central City Parking Policy.

- 5.9 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.
- 5.10 Council has previously attempted to manage the parking situation here by installing white triangles. These delineate that the space is too small for a vehicle to park. Parking compliance have had 15 call outs for blocked vehicle entrances from the business located at #16 Halkett Street in the last 12 months.

Staff have visited the site several times and vehicles have been parked over them; Google maps also shows vehicles parked on the triangles.

We would not normally mark broken yellow lines over driveways, however we consider this to be a unique case that requires reinforcement to make it clear vehicles cannot be parked here.

- 5.11 The NZTA's CAS database shows that there have been no recorded crashes in this location in at least the last five years, however there is a degree of non-reporting of non-injury crashes.

### Community Views and Preferences

- 5.12 We initially contacted forty-two businesses and property owners in the vicinity for feedback on the No Stopping Restriction proposal at the Halkett Street turning head. We received two replies in support of this. One of these respondents also asked us to investigate providing time restricted parking on the north side of Halkett Street.
- 5.13 Following this feedback, we then consulted with the same businesses and property owners on the Parking and No Stopping restrictions shown on Attachment A.
- 5.14 We received two responses to the second consultation, both in support of the proposals. Feedback from one contact, representing five lawyers located within the #212 Antigua Street complex, stated that their elderly clients and clients with children often struggle to find parking nearby, which their clients find stressful. They also commented that a P30 would better suit their needs than the proposed P10.

The proposed P10 had been agreed as part of an earlier consultation (Antigua Street Cycleway Upgrade) and is being included here so the resolutions for Halkett Street, as a whole, are kept together. However, noting the feedback as part of this consultation and the nature of businesses in the area, we consider P30 is a more suitable time limit.

- 5.15 The Team Leader Parking Compliance supports the preferred option.
- 5.16 The Do Nothing option is inconsistent with community requests to improve road safety and provide more parking turnover for local businesses in this location.

## 6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

- 6.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 6.2 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.3 Transport

### 6.3.1 Activity: Transport

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

### **Policy Consistency Te Whai Kaupapa here**

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

### **Impact on Mana Whenua Ngā Whai Take Mana Whenua**

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

### **Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi**

- 6.6 This proposal does not have any significant effect upon carbon emissions and climate change.

### **Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā**

- 6.7 This proposal improves accessibility by providing a safer means of business owners being able to enter and exit their driveways.

## **7. Resource Implications Ngā Hīraunga Rauemi**

### **Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement - Approximately \$1,500 for the installation of new road markings and signs and removal of existing triangles, plus \$750 for the investigation and preparation of this report.
- 7.2 Maintenance/Ongoing costs – Approximately \$150 per year.
- 7.3 Funding Source – Traffic Operations Signs and Marking budget (2022/23)

### **Other**

- 7.4 None identified.

## **8. Legal Implications Ngā Hīraunga ā-Ture**

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

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

### **Other Legal Implications Ētahi atu Hīraunga-ā-Ture**

- 8.3 There is no other legal context, issue or implication relevant to this decision.
- 8.4 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 8.1 – 8.2.

## **9. Risk Management Implications Ngā Hīraunga Tūraru**

- 9.1 None identified.

## Attachments / Ngā Tāpirihanga

No.	Title	Reference	Page
A <a href="#">↓</a>	Attachment A - Halkett Street, Proposed Parking & No Stopping Restrictions	23/995272	37

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

Document Name – Location / File Link
Not applicable

## Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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

(a) This report contains:

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

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

## Signatories / Ngā Kaiwaitohu

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

