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## 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:** Thursday 21 November 2024  
**Time:** 2.00 pm  
**Venue:** Committee Room 2, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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### Membership

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

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**14 November 2024**

#### Principal Advisor

Steffan Thomas  
Head of Technical Services & Design  
Tel: 941 6255  
[Steffan.Thomas@ccc.govt.nz](mailto:Steffan.Thomas@ccc.govt.nz)

#### Meeting Advisor

Simone Gordon  
Democratic Services Advisor  
Tel: 941 6527  
[simone.gordon@ccc.govt.nz](mailto:simone.gordon@ccc.govt.nz)

**Website:** [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.

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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.

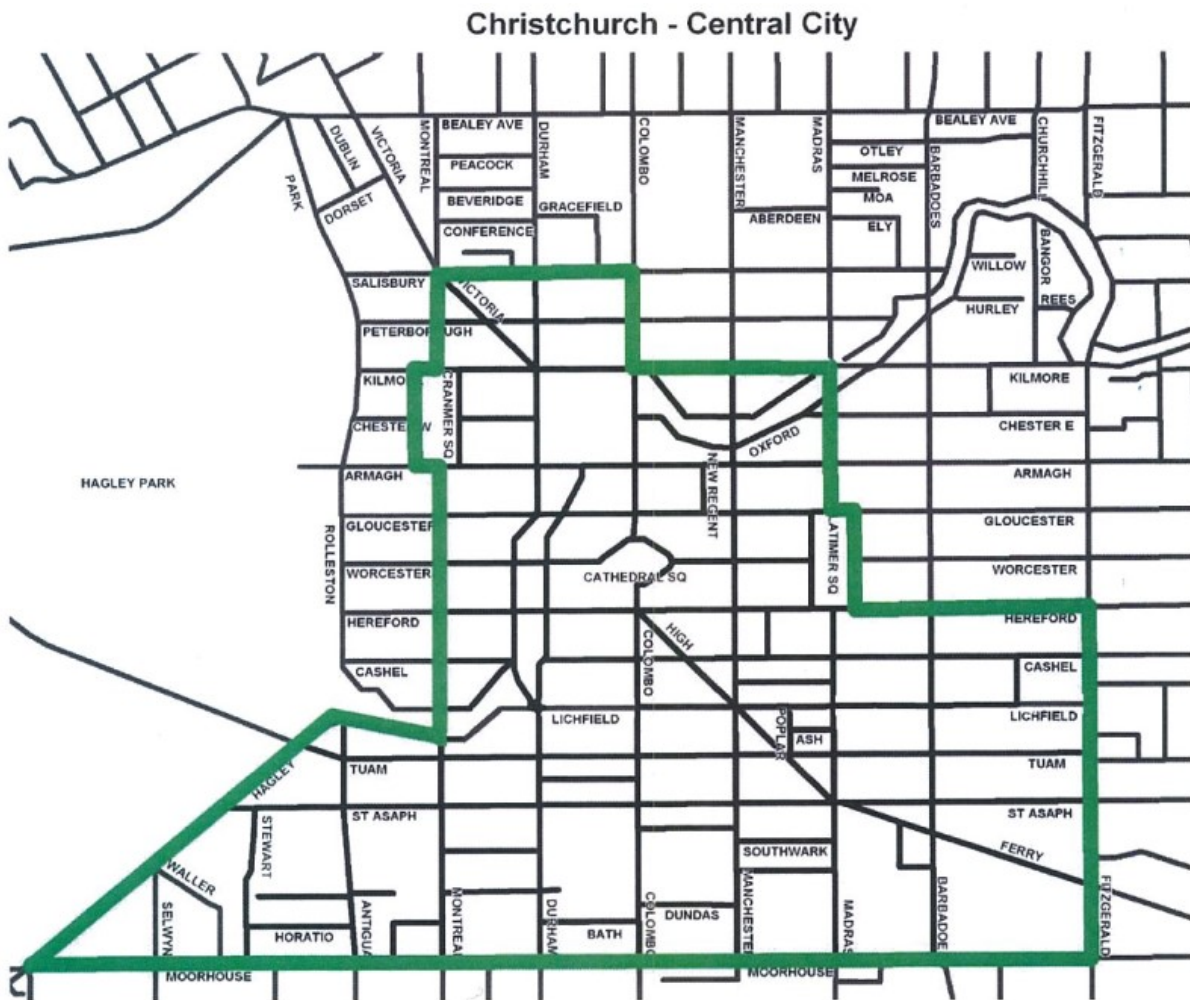
Delegation
<p><b>With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive both sides of the street marking the boundary), and whether it relates to “on-street” or “off-street”, under clause 7</b></p> <ul style="list-style-type: none"> <li>• Prohibiting or 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 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             <ol style="list-style-type: none"> <li>(a) residents’ exemption parking area for the use of persons who reside in the vicinity.</li> </ol> </li> <li>• Prescribing –             <ol 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> </ol> </li> </ul>

(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:



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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**

Apologies will be recorded at the meeting.

**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, 24 May 2024](#) be confirmed (refer page 8).

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

Deputations will be recorded in the meeting minutes.

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## Central City Parking Restrictions Committee OPEN MINUTES

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

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

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

Simone Gordon  
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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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The agenda was dealt with in the following order.

### 1. Apologies Ngā Whakapāha

There were no apologies received.

### 2. Declarations of Interest Ngā Whakapuaki Aronga

Councillor McLellan declared an interest in Item 5 - Welles Street Proposed Parking Restriction Changes.

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

#### Part C

#### Committee Resolved CCPRC/2024/00006

That the minutes of the Central City Parking Restrictions Committee meeting held on Friday, 1 March 2024 be confirmed.

Deputy Mayor/Member Wright

Carried

### 4. Deputations by Appointment Ngā Huinga Whakaritenga

#### Part B

There were no deputations by appointment.

Councillor McLellan declared an interest in Item 5 – Welles Street Proposed Parking Restriction Changes and did not take part in voting. Deputy Mayor Cotter assumed position of the Chair for Item 5.

### 5. Welles Street - Proposed Parking Restriction Changes

#### Committee Resolved CCPRC/2024/00007

**Officer Recommendations accepted without change**

#### Part C

That the Central City Parking Restrictions Committee:

1. Receives the information in the Welles Street - Proposed Parking Restriction Changes Report.

2. Notes that the decision in this report is assessed at 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 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. 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).

Member Wright/Member Ellis

Carried

Councillor McLellan assumed Chair following consideration of Item 5.

## **6. Hagley College - P3 Parking Restriction**

**Committee Resolved CCPRC/2024/00008**

**Officer Recommendations accepted without change**

### **Part C**

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).

Councillor McLellan/Deputy Mayor

Carried

## **7. Kilmore Street - Proposed P5 Loading Zones Changes**

**Committee Resolved CCPRC/2024/00009**

**Officer Recommendations accepted without change**

### **Part C**

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).

Councillor McLellan/Member Wright

**Carried**

**Meeting concluded at: 9.17am**

**CONFIRMED THIS 23<sup>RD</sup> DAY OF AUGUST 2024.**

**COUNCILLOR JAKE MCLELLAN**  
**CHAIRPERSON**



## 5. St Asaph Street (between Fitzgerald Avenue and Barbadoes Street) - Proposed Parking Restrictions

Reference Te Tohutoro: 24/1535065

Responsible Officer(s) Te Pou Matua: Sahan Lalpe, 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 Proposed parking restrictions on St Asaph Street, south side, between Fitzgerald Avenue and Barbadoes Street.
- 1.2 This report has been written in response to two customer requests. The requests originated from two separate businesses on St Asaph Street. Unrestricted parking was impacting one business by reducing the available parking outside the business and the other experienced vehicles blocking entry into the business premises.
- 1.3 The recommended option is to provide some P120 parking restrictions on the south side of St Asaph Street between Fitzgerald Avenue and Barbadoes Street, refer to **Attachment A**.

### 2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Committee:

1. Receives the information in the St Asaph Street (between Fitzgerald Avenue and Barbadoes Street) - Proposed Parking Restrictions 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 resolutions 4 – 18 below.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of St Asaph Street, commencing at its intersection with Fitzgerald Avenue and extending in a westward direction for 11 metres. This is detailed in **Attachment A** to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of St Asaph Street, commencing at a point 52 metres west of its intersection with Fitzgerald Avenue and extending in a westward direction for 11 metres. This is detailed in **Attachment A** to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of St Asaph Street, commencing at a point 70 metres west of its intersection with Fitzgerald Avenue and extending in a westward direction for 10 metres. This is detailed in **Attachment A** to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).

7. 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 60 minutes on the north side of St Asaph Street, commencing at a point 159 metres west of its intersection with Fitzgerald Avenue and extending in a westward direction for 16 metres. This is detailed in Attachment A to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
8. 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 5 minutes on the north side of St Asaph Street, commencing at a point 192 metres west of its intersection with Fitzgerald Avenue and extending in a westward direction for 15 metres. This restriction is applicable 'At Any Time'. This is detailed in Attachment A to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of St Asaph Street, commencing at a point 354 metres west of its intersection with Fitzgerald Avenue and extending in a westward direction for 20 metres. This is detailed in **Attachment A** to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
10. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent on the south side of St Asaph Street, commencing at a point eight metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for 17 metres. This is detailed in **Attachment A** to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
11. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on south side of St Asaph Street commencing at a point 25 metres west of its intersection with Fitzgerald Avenue and extending in a westward direction for a distance of 23 metres. This space is to be reserved for 'Large Passenger Service' vehicles only. The space is to be used for the purposes of setting down or picking up passengers or used as a timing point. The space is to be used as part of a 'Bus Service' as defined in the Land Transport Management Act 2003. This marks the extent of the Bus Stop ID:14677. This is detailed in **Attachment A** to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
12. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of St Asaph Street, commencing at a point 48 metres west of its intersection with Fitzgerald Avenue and extending for 18 metres. This is detailed in **Attachment A** to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
13. 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 120 minutes on the south side of St Asaph Street, commencing at a point 66 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for 30 metres. This is detailed in Attachment A to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
14. 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 5 minutes on the south side of St Asaph Street, commencing at a point 106 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for 25 metres. This is detailed in Attachment A to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
15. 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 120 minutes on the south side of St Asaph Street, commencing at a point 131 metres west of its intersection



with Fitzgerald Avenue and extending in a westerly direction for 104 metres. This is detailed in Attachment A to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).

16. 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 5 minutes on the south side of St Asaph Street, commencing at a point 246 metres west of its intersection with Fitzgerald Avenue and extending in a westerly direction for 13 metres. This restriction is applicable 'At Any Time'. This is detailed in **Attachment A** to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
17. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of St Asaph Street, commencing at a point 302 metres west of its intersection with Fitzgerald Avenue and extending in a westward direction for 11 metres. This is detailed in **Attachment A** to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
18. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of St Asaph Street, commencing at a point 335 metres west of its intersection with Fitzgerald Avenue and extending in a westward direction for 36 metres. This is detailed in **Attachment A** to the report on the meeting agenda (Plan TG148361 dated 06/09/2024).
19. 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 Two businesses recently raised Customer Service Requests (CSRs) to address on-going issues related to parking on St Asaph Street, between Fitzgerald Avenue and Barbadoes Street.
  - 3.1.1 One request related to a lack of parking for customers as the unrestricted on-street parking was occupied by parked vehicles throughout the day.
  - 3.1.2 The second request related to issues with accessing off-street parking due to vehicles parking too close to the driveway and requested installing yellow no stopping lines in front of the driveway entry/exit to reinforce the existing rules relating to parking within 1m of a driveway.
- 3.2 The requests initiated an investigation, with the initial site visit undertaken on 31 May 2024 and a follow up on 2 August 2024. The site visits were used to confirm that the occupancy of unrestricted on-street parking regularly exceeds 85 percent at peak times.
- 3.3 A plan was developed, with P120 restrictions on the south side, which was consulted with the residents and businesses on St Asaph Street (i.e., between Fitzgerald Avenue and Barbadoes Street), the Project extent.
- 3.4 The plan was sent to 130 addresses, within the project extent, as part of the consultation. Ten responses were received, with six (60%), supporting the proposal. The response rate was 8%.
- 3.5 Based on the feedback some minor changes were made. This report is presenting on the updated proposal, as outlined in **Attachment A**.
- 3.6 Recommendations in this report comply with the Central City Parking Policy by promoting 85% occupancy of parking spaces in the central city at peak times.
- 3.7 The proposal is seeking to convert the majority (i.e., 20 of 25) of the unrestricted parking spaces on the south side of St Asaph Street to have P120 restrictions. This results in 33% (i.e.,

20 of 61) of the available unrestricted parking spaces having a P120 restriction. Unless stated otherwise, timed parking restrictions are enforceable between 8am and 6pm, seven days a week excluding public holidays.

#### 4. Background/Context Te Horopaki

- 4.1 The section of St Asaph Street discussed in this report is classified as a 'commercial central city mixed use' street under the Central City Parking Policy (2021). The section includes a mix of residential properties and commercial/hospitality properties that operate day and night. This creates a demand for parking throughout all hours of the day.
- 4.2 St Asaph Street, between Fitzgerald Avenue and Barbadoes Street, is approximately 370 metres in length and 14 meters wide. This mid-block section is one-way, with allowance for two through lanes, with two kerbside lanes allowing on-street parking.
- 4.3 The north side of the road has parking space for approximately 42 parked vehicles. There is a P60 timed parking restriction, which applies to standard hours and days of operation (i.e., 8 am to 6 pm, Monday to Sunday apart from public holidays). The P60 restriction covers a space that can be occupied by approximately three vehicles. There is also a P5, which always applies, and this restriction also covers a space that can be occupied by approximately three vehicles. The majority (86%) of the parking space available on the north side of the road is currently unrestricted.
- 4.4 The south side of the road has parking space for approximately 33 parked vehicles. There is a P10 time restricted space, operating within standard hours, Monday to Friday. These signs have been vandalised and is not enforced at present. There are two P5 (at all times) spaces, which can accommodate five parked vehicles in total. The majority (71%) of the parking spaces available on the south kerbside are currently unrestricted.
- 4.5 Two businesses recently raised Customer Service Requests (CSRs) to address on-going issues related to parking on St Asaph Street, between Fitzgerald Avenue and Barbadoes Street.
- 4.6 One request related to a lack of parking for customers as the unrestricted on-street parking was occupied by parked vehicles throughout the day. The request highlighted that the parking in front of the business premises (348 St Asaph Street) was not available for customers to park during business hours. The lack of parking for customers was attributed to the recently constructed residential units on this section of St Asaph Street, and commuters who work in central city that use the free unrestricted parking on St Asaph Street. The lack of available parking outside the premises was linked to the profitability of the business.
- 4.7 The second request related to issues with accessing off-street parking due to vehicles parking too close to the driveway and requested installing yellow no stopping lines in front of the driveway entry/exit to reinforce the existing rules relating to parking within 1m of a driveway. The issue is more prevalent when larger delivery vehicles (i.e., larger trailers and trucks) arrive onto the premises.
- 4.8 Three site visits were carried out, one on Friday 31 May 2024 at 9am, Friday 2 August 2024 at 9am and Saturday 7 September 2024 at 10pm. The site visit observations were used to validate the reports from CSRs, and observations made by staff in the Traffic Operations Team, who noted that the occupancy of unrestricted on-street parking regularly exceeds 85 percent at peak times.
- 4.9 A plan was developed following the first site visit, with P120 restrictions on the south side, which was used to consult the residents and businesses on St Asaph Street, within the Project extent. A summary of the consultation results can be found under 6.8 to 6.13 below.

- 4.10 The consulted plan was updated, considering the public input. The updated plan is provided in **Attachment A**.
- 4.11 There are 36 unrestricted parking spaces on the north side of St Asaph Street, between Fitzgerald Avenue and Barbadoes Street. These spaces are not affected by this proposal. In addition, there is a P60 operating standard hours and days of operation, which can accommodate three vehicles and a P5 operating at all times. The P5 can accommodate 3 vehicles. The P5 is considered to be operating similar to a loading zone, and is provided for late night businesses in the area.
- 4.12 There are 28 unrestricted parking spaces on the south side of St Asaph Street, where 20 parking spaces will be affected by this proposal, a parking restriction where parking of vehicles be restricted to a maximum period of 120 minutes. In contrast, the proposal does remove the current P10 restriction, from Monday to Friday, on St Asaph Street. This restriction is found 8 meters to the west of Fitzgerald Avenue and this proposal aims to remove the restriction of this space. In addition, there are two P5s operating at all times, which can accommodate 5 vehicles in total. Similar to the north side, these spaces are provided for late night businesses in the area.
- 4.13 Overall, 20 out of 64 (31%), currently unrestricted, parking spaces will be restricted following this proposal. 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.
- 4.14 The Central City Parking Policy seeks to promote 85% occupancy of parking spaces in the central city at peak times. This 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.
- 4.15 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).
- 4.16 Staff support assigning some of the available road space on St Asaph Street (i.e., 33%) to P120 time restricted parking as this provides a balance between meeting the needs of businesses, commuters and residents, where the parking needs are high through all times of the day and week.
- 4.17 The following table summarises the effect of parking restriction:

*Table 1: Parking restriction, before and after, on St Asaph Street between Fitzgerald Avenue and Barbadoes Street*

	Unrestricted		Restricted		P60		P5 (At Any Time)		P10		Total	
	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After
North Side	36	36	0	0	3	3	3	3	0	0	42	42
South Side	25	5	0	20	0	0	5	5	3	3	33	33

- 4.18 The new restrictions proposed in this report will bring this section of St Asaph Street (between Fitzgerald Avenue and Barbadoes Street) into better alignment with the other streets in this area (i.e., better alignment in relation to the restrictions associated with Te Kaha and planned to be implemented under the ‘Te Kaha Surrounding Streets’ project)

**Options Considered Ngā Kōwhiringa Whaiwhakaaro**

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

4.19.1 Install P120 time restricted parking and no stopping on the south side of St Asaph Street in accordance with **Attachment A**.

4.19.2 Do nothing and leave the parking as unrestricted, and do not install no stopping line marking.

4.20 The following options were considered but ruled out:

**4.20.1 Provide P\$120 paid, timed parking restrictions**

One of the residents responding to the consultation enquired whether we could provide paid, timed parking. Based on similar requests for other parking restriction work and discussions with 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.
- The Central City Parking Policy (2021) notes that paid parking should be considered once parking restrictions are in place already. Jumping from unrestricted parking to paid parking is not typically done within the network.

**4.20.2 Retaining the P10 Mon-Fri restriction outside 368 St Asaph Street.**

There were no communications from the owner of the property at 368 St Asaph Street. Following a desktop investigation and site visit, it was found that the store is currently boarded up and not open and the P10 signs in this section appear to have gone missing (or vandalised) sometime between 2007 and 2017. The P10 restriction was considered unnecessary now and was changed to an unrestricted space, which is how this space is currently operating. The proposal formalises the existing arrangement.

**4.20.3 Extending the no stopping restriction on the south side of St Asaph Street, from intersection with Barbadoes Street, starting 36 metres east from the intersection and extending 76 metres east.**

Several responses disagreed with the use of no stopping restrictions, given the demand for parking in the area. The intent of the marking was to prevent drivers parking too close to driveways in spaces too small for a typical car (e.g., space with a length less than 5.5 metres), whereby effecting the safe entry/exit into properties. One resident noted that it can be difficult to get out of the property when vehicles are parked overhanging the driveway and suggested having a loading zone to the west of the property to enable courier drivers to better serve the area, instead of the no stopping restriction.

The restriction also intended to stop drivers parking outside the roller doors of A1 Automotive Cooling (318 St Asaph Street). However, it appears that this space is used mostly by the business, and so would affect their business operation the most.

4.20.4 The provision of a loading zone was considered but was discarded as there is space within the properties for courier drivers to stop, as well as three P5 operating at all time spaces on this section of St Asaph Street.

**Options Descriptions Ngā Kōwhiringa**

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

**4.21.1 Option Advantages**

- Addresses customer requests to provide more time restricted parking and better access to/from business premises.
- Provides a consistent approach to parking management that complies with the guidelines in the Central City Parking Policy.
- Aligns with Te Kaha Surrounding Streets Project.

4.21.2 **Option Disadvantages**

- Removes approximately twenty unrestricted parking spaces. This is a disadvantage to those using this unrestricted parking space as all day commuter parks.

4.22 **Alternative Option:** 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 20 unrestricted parking spaces.

4.22.2 **Option Disadvantages**

- Does not address customer requests to provide more time restricted parking and improve access into/out of business premises.
- Does not comply with the recommendations in the Central City Parking Policy to promote higher turnover over of parking spaces in central city locations.
- Does not align with Te Kaha Surrounding Streets Project.

## 5. Financial Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

	Recommended Option	Option 2 – Do nothing
Cost to investigate	\$2,000 to write report including consultation and site visits	\$2000 to write report in including consultation and site visits
Cost to Implement	\$3,000 to install signs and new line marking	\$0
Maintenance/Ongoing Costs	Will be added to and covered by the area maintenance contract	\$0
Funding Source	Traffic Operations Team’s ‘Road Marking and Signs’ budget.	n/a

## 6. Considerations Ngā Whai Whakaaro

### Risks and Mitigations Ngā Mōrearea me ngā Whakamātautau

6.1 None identified

### Legal Considerations Ngā Hiraunga 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:

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 \(2024 - 2034\)](#):

6.7 Transport

6.7.1 Activity: Transport

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

### Community Impacts and Views Ngā Mariu ā-Hāpori

6.8 Affected property owners and residents were advised of the recommended option by letter.

6.9 The plan was sent to 130 addresses as part of the consultation. Ten responses were received, with six (60%), supporting the proposal. The response rate was only 8%. The below points were extracted from the consultation process:

- There is currently insufficient parking for employees, and the restrictions enforced here will push commuter parkers further east. Shifting the problem to another part of the network.

- Recommending the extension of restrictions to the north side of St Asaph Street, as well as designating areas insufficient for vehicles parks (i.e., spaces less than 5.5 meters in length) as motorcycle parks.
- Residents that corresponded were not supportive of the proposal. This was due to the lack of off-street resident parking, which forces residents to park on-street. This proposal is perceived to reduce the availability of on-street parking for residents, increasing the competition for the limited on-street parking spaces. Competition is perceived to be broadly between local businesses (employees and customers), commuters working in city centre and residents.
- Suggestions were made to provide paid parking, pointing out the benefit of an additional revenue stream for Christchurch City Council and allowing for flexibility for users (i.e., pay for time needed with option to pay for just 5 minutes or to all day parking).
- Concerns were raised about adding further "no-stopping" restrictions.

6.10 The Team Leader Parking Compliance supports the preferred option.

6.11 The Urban Regeneration Team are supportive of this option, noting that the proposed parking restrictions support the broader objectives of the (draft) South-East Central Neighbourhood Plan regarding accessibility, specifically action 10c (page 31): *“Provide a balance of amenity improvements outlined above with maintaining short-term parking to service existing businesses.”*

6.12 The team also noted the intensification of the area, and the need to have a strategic approach when it comes to managing the available on-street parking, making note of the recently approved development at 75 Ferry Road that does not have off-street parking for residents but could likely affect the operation of St Asaph Street due to the proximity. The team suggested taking an area wide approach when conducting on-street parking related assessment instead of a street-by-street approach, similar to ‘Te Kaha Surrounding Streets’ project.

6.13 The Public Transport Passenger Engineer supported the preferred option. The existing bus stop within the extent of St Asaph Street covered by this report is used as a timing point, but there are no known issues with the current operation of this stop, requiring any changes as part of this proposal.

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

6.14 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.

6.15 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, staff will arrange for the new road markings and signs to be installed.

## Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	P120_St Asaph_Barbadoes to Fitzgerald	24/1690009	25

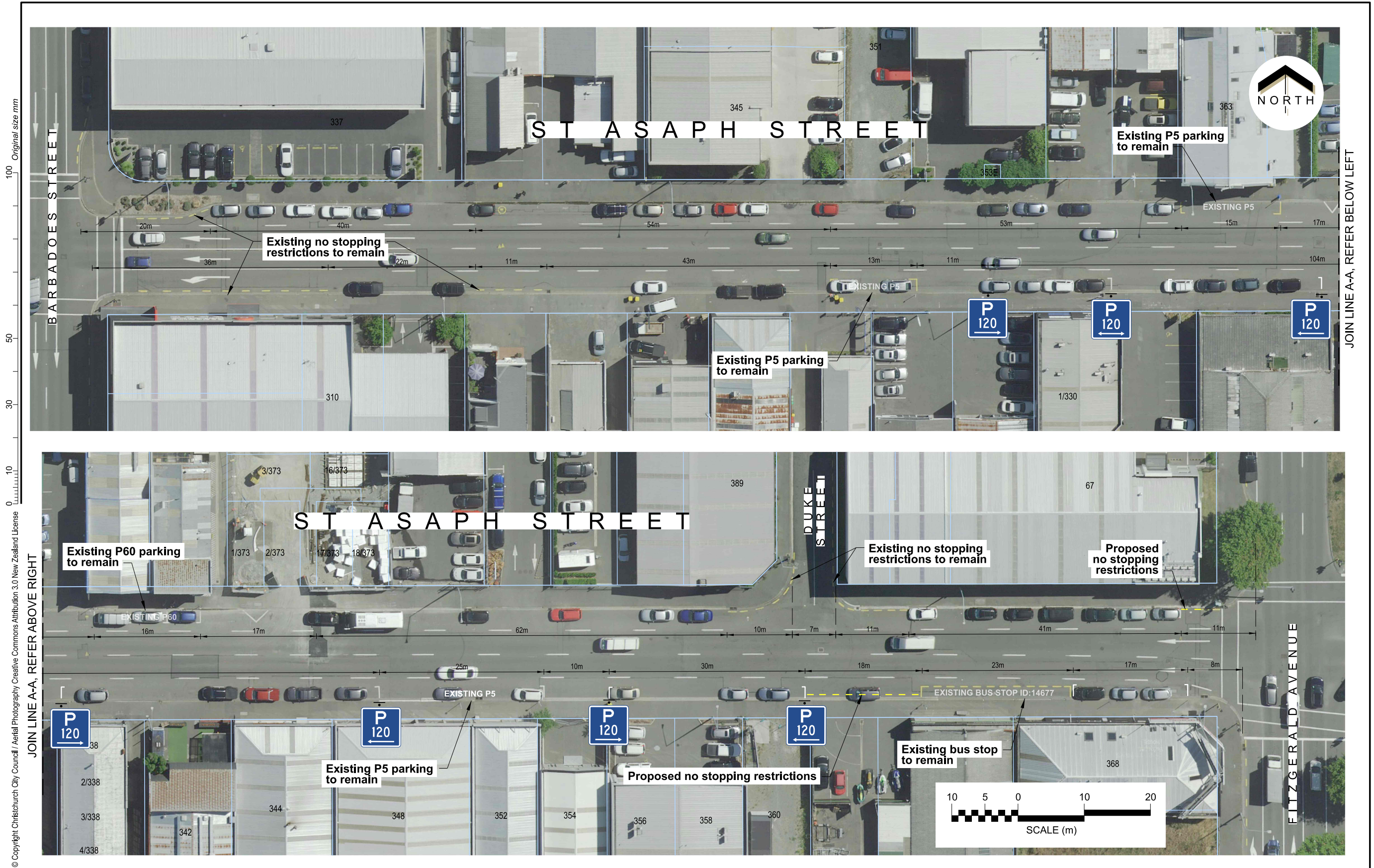
In addition to the attached documents, the following background information is available:

Document Name - Location / File Link
Not applicable

## Signatories Ngā Kaiwaitohu

<b>Author</b>	Sahan Lalpe - Traffic Engineer
<b>Approved By</b>	Lachlan Beban - Principal Advisor Transportation Signals Jacob Bradbury - Manager Planning & Delivery Transport





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JOIN LINE A-A, REFER ABOVE RIGHT

JOIN LINE A-A, REFER BELOW LEFT



**St Asaph Street - Barbadoes Street / Fitzgerald Avenue**  
Proposed Parking Restrictions  
For Committee Approval

Original Plan Size: A3  
Drawn: MJR Issue 1 06/09/2024  
Designed: SL Drawing: TG148361  
Approved: BZ RPS845