

Parking Restrictions Subcommittee AGENDA

Notice of Meeting:

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

Date: Wednesday 6 March 2019
Time: 2:15pm
Venue: Council Chambers, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Membership

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

28 February 2019

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

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Strategic Framework

The Council's Vision – Christchurch is a city of opportunity for all.

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

Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat
And join together with the seams of respect
and reciprocity.

The partnership with Papatipu Rūnanga
reflects mutual understanding and respect,
and a goal of improving the economic,
cultural, environmental and social
wellbeing for all.

Overarching Principle

Partnership – Our
people are our taonga
– to be treasured and
encouraged. By working
together we can create
a city that uses their
skill and talent, where
we can all participate,
and be valued.

Supporting Principles

| | |
|----------------|---------------------------------|
| Accountability | Collaboration |
| Affordability | Prudent Financial Management |
| Agility | Stewardship |
| Equity | Wellbeing and resilience |
| Innovation | Trust |

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

Strong sense of
community
Active participation in
civic life
Safe and healthy
communities
Celebration of our
identity through arts,
culture, heritage and
sport
Valuing the voices of
children and young
people

Liveable city

Vibrant and thriving
central city, suburban
and rural centres
A well connected and
accessible city
Sufficient supply of, and
access to, a range of
housing
21st century garden city
we are proud to live in

Healthy environment

Healthy waterways
High quality drinking
water
Unique landscapes and
indigenous biodiversity
are valued
Sustainable use of
resources

Prosperous economy

Great place for people,
business and investment
An inclusive, equitable
economy with broad-
based prosperity for all
A productive, adaptive
and resilient economic
base
Modern and robust
city infrastructure and
community facilities

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected
communities

Maximising opportunities to develop a vibrant,
prosperous and sustainable 21st century city

Climate change
leadership

Informed and proactive
approaches to natural
hazard risks

Increasing active, public
and shared transport
opportunities and use

Safe and sustainable
water supply and
improved waterways

| | |
|--------|--------------------------------------|
| Part A | Matters Requiring a Council Decision |
| Part B | Reports for Information |
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1. Apologies

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

2. Declarations of Interest

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

3. Confirmation of Previous Minutes

That the minutes of the Parking Restrictions Subcommittee meeting held on [Wednesday, 30 January 2019](#) be confirmed (refer page 5).

4. Public Forum

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

5. Deputations by Appointment

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

6. Petitions

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

Parking Restrictions Subcommittee OPEN MINUTES

Date: Wednesday 30 January 2019
Time: 2pm
Venue: Council Chambers, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

| | |
|-------------|--|
| Chairperson | Councillor Pauline Cotter |
| Members | David Adamson - General Manager City Services Richard Osborne - Head of Transport |

30 January 2019

Mark Saunders
Committee and Hearings Advisor
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-
- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

The agenda was dealt with in the following order.

1. Apologies

Part C
Committee Resolved PRSC/2019/00001

Committee Decision

That the apology from David Griffiths for absence be accepted.

Member Osborne/Member Adamson

Carried

2. Declarations of Interest

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C
Committee Resolved PRSC/2019/00002

Committee Decision

That the minutes of the Parking Restrictions Subcommittee meeting held on Wednesday, 5 December 2018 be confirmed.

Member Osborne/Member Adamson

Carried

4. Public Forum

Part B
There were no public forum presentations.

5. Deputations by Appointment

Part B
There were no deputations by appointment.

6. Presentation of Petitions

Part B
There was no presentation of petitions.

7. Moorhouse Avenue and Madras Street - Existing Parking and Stopping Restrictions Confirmation

Subcommittee Comment

The Subcommittee accepted the staff recommendations, though also noted that this intersection will be revisited once the business case for the Moorhouse Brougham corridor has been completed in conjunction with NZTA.

Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approve that any existing parking or stopping restrictions on the north side of Moorhouse Avenue, commencing at its intersection with Madras Street and extending in a westerly direction for a distance of 129 metres are revoked.
2. Approve that any existing parking or stopping restrictions on the north side of Moorhouse Avenue, commencing at its intersection with Madras Street and extending in an easterly direction to its intersection with Barbadoes Street are revoked.
3. Approve that any existing parking or stopping restrictions on the south side of Moorhouse Avenue, commencing at a point 203 metres east of its intersection with Pilgrim Place and extending in an easterly direction to its intersection with Gasson Street are revoked.
4. Approve that any existing parking or stopping restrictions on the south side of Moorhouse Avenue, commencing at its intersection with Gasson Street and extending in an easterly direction to its intersection with Washington Way are revoked.
5. Approve that any existing parking or stopping restrictions on the south side of Moorhouse Avenue, commencing at its intersection with Washington Way and extending in an easterly direction to its intersection with Waltham Road are revoked.
6. Approve that any existing parking or stopping restrictions on the west side of Madras Street commencing at its intersection Moorhouse Avenue and extending in a northerly direction to its intersection with Allen Street are revoked.
7. Approve that any existing parking or stopping restrictions on the west side of Madras Street commencing at its intersection with Allen Street and extending in a northerly direction to its intersection with Southwark Street are revoked.
8. Approve that any existing parking or stopping restrictions on the west side of Madras Street commencing at its intersection with Southwark Street and extending in a northerly direction to its intersection with St Asaph Street are revoked.
9. Approve that any existing parking or stopping restrictions on the east side of Madras Street commencing at its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with St Asaph Street are revoked.
10. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Madras Street and extending in a westerly direction for a distance of 71 metres.
11. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Moorhouse Avenue commencing at a point 71 metres west of its intersection with Madras street and extending in a westerly direction for a distance of 14 metres.

12. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 85 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 14 metres.
13. Approve that a Bus Stop be created on the north side of Moorhouse Avenue commencing at a point 99 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 17 metres.
14. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 116 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 13 metres.
15. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 203 metres east of its intersection with Pilgrim Place and extending in an easterly direction to its intersection with Gasson Street.
16. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Gasson Street and extending in an easterly direction for a distance of 67 metres.
17. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 134 metres east of its intersection with Gasson Street and extending in an easterly direction to its intersection with Washington Way.
18. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Washington Way and extending in an easterly direction for a distance of nine metres.
19. Approve that a Bus Stop be created on the south side of Moorhouse Avenue commencing at a point nine metres east of its intersection with Washington Way and extending in an easterly direction for a distance of 14 metres.
20. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 25 metres east of its intersection with Washington Way and extending in an easterly direction for a distance of five metres.
21. Approve that the parking of vehicles be restricted to a maximum period of 5 minutes on the south side of Moorhouse Avenue commencing at a point 30 metres east of its intersection with Washington Way and extending in an easterly direction for a distance of 18 metres. This restriction is to apply at any time.
22. Approve that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 48 metres east of its intersection with Washington Way and extending in an easterly direction to its intersection with Waltham Road.
23. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at its intersection with Madras Street and extending in an easterly direction for a distance of 14 metres.
24. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Moorhouse Avenue commencing at a point 14 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of 13 metres.
25. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 27 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of eight metres.

26. Approve that a Bus Stop be created on the north side of Moorhouse Avenue commencing at a point 35 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of 14 metres.
27. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 49 metres east of its intersection with Madras Street and extending in an easterly direction for a distance of four metres.
28. Approve that the stopping of vehicles be prohibited at any time on the north side of Moorhouse Avenue commencing at a point 216 metres east of its intersection with Madras Street and extending in an easterly direction to its intersection with Barbadoes Street.
29. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 95 metres.
30. Approve that a Bus Stop be created on the west side of Madras Street commencing at a point 95 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 24 metres.
31. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 119 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 43 metres.
32. Approve that the parking of vehicles be restricted to a maximum period of 5 minutes on the west side of Madras street commencing at a point 162 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 12 metres. This restriction is to apply at any time.
33. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Madras street commencing at a point 174 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of nine metres.
34. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 183 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with Allen Street.
35. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Allen Street and extending in a northerly direction for a distance of 22 metres.
36. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Madras street commencing at a point 22 metres north of its intersection with Allen Street and extending in a northerly direction for a distance of 21 metres.
37. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 43 metres north of its intersection with Allen Street and extending in a northerly direction to its intersection with Southwark Street.
38. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at its intersection with Southwark Street and extending in a northerly direction for a distance of 14 metres.
39. Approve that a Bus Stop be created on the west side of Madras Street commencing at a point 14 metres north of its intersection with Southwark Street and extending in a northerly direction for a distance of 23 metres.

40. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 37 metres north of its intersection with Southwark Street and extending in a northerly direction to its intersection with St Asaph Street.
41. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 37 metres.
42. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 125 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 26 metres.
43. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 186 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 29 metres.
44. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 249 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of seven metres.
45. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 266 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with St Asaph Street.
46. Resolves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Committee Resolved PRSC/2019/00003

Part C

That the Parking Restrictions Subcommittee:

1. Approve that any existing parking or stopping restrictions on the north side of Moorhouse Avenue, commencing at its intersection with Madras Street and extending in a westerly direction for a distance of 129 metres are revoked.
2. Approve that any existing parking or stopping restrictions on the north side of Moorhouse Avenue, commencing at its intersection with Madras Street and extending in an easterly direction to its intersection with Barbadoes Street are revoked.
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21. Approve that the parking of vehicles be restricted to a maximum period of 5 minutes on the south side of Moorhouse Avenue commencing at a point 30 metres east of its

- intersection with Washington Way and extending in an easterly direction for a distance of 18 metres. This restriction is to apply at any time.
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 30. Approve that a Bus Stop be created on the west side of Madras Street commencing at a point 95 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 24 metres.
 31. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 119 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 43 metres.
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 33. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Madras street commencing at a point 174 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of nine metres.
 34. Approve that the stopping of vehicles be prohibited at any time on the west side of Madras Street commencing at a point 183 metres north of its intersection with

- Moorhouse Avenue and extending in a northerly direction to its intersection with Allen Street.
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 41. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 37 metres.
 42. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 125 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 26 metres.
 43. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 186 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of 29 metres.
 44. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 249 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction for a distance of seven metres.
 45. Approve that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 266 metres north of its intersection with Moorhouse Avenue and extending in a northerly direction to its intersection with St Asaph Street.
 46. Resolves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
 47. Notes that this intersection will be revisited once the business case for the Moorhouse Brougham corridor has been completed in conjunction with NZTA.

Councillor Cotter/Member Adamson

Carried

8. Balfour Terrace - Parking Restrictions

Subcommittee Comment

The Subcommittee accepted the staff recommendations, though also requested that staff communicate with the childcare centre with a view to the childcare centre erecting a sign directing parents to use the pathway in front of the car parks to access the childcare centre.

Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking or stopping restrictions on Balfour Terrace commencing at the eastern side of the turnaround bay to the eastern termination of the Balfour Terrace roadway, as detailed on Attachment A, are revoked.
2. Approves, under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Balfour Terrace commencing at the eastern side of the turnaround bay to the eastern termination of the Balfour Terrace roadway as indicated in Attachment A of this report, described as plan TG133405, dated 10/01/2019, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 30 minutes between the hours of 8.00am and 6.00pm Monday to Sunday.
3. Resolves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Committee Resolved PRSC/2019/00004

Part C

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking or stopping restrictions on Balfour Terrace commencing at the eastern side of the turnaround bay to the eastern termination of the Balfour Terrace roadway, as detailed on Attachment A, are revoked.
2. Approves, under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Balfour Terrace commencing at the eastern side of the turnaround bay to the eastern termination of the Balfour Terrace roadway as indicated in Attachment A of this report, described as plan TG133405, dated 10/01/2019, is reserved as a parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 30 minutes between the hours of 8.00am and 6.00pm Monday to Sunday.
3. Resolves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).
4. Requests that staff communicate with the childcare centre with a view to the childcare centre erecting a sign directing parents to use the pathway in front of the car parks to access the childcare centre.

Member Osborne/Member Adamson

Carried

9. Lichfield Street at Temporary Fire Station - Proposed No Stopping

Committee Resolved PRSC/2019/00005 (Original Staff Recommendations Accepted without Change)

Part C

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking or stopping restrictions made on the south side of Lichfield Street, commencing at a point 88 metres west of its intersection with Duke Street and extending in a westerly direction for a distance of 61 metres, are revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, commencing at a point 88 metres west of its intersection with Duke Street and extending in a westerly direction for a distance of 61 metres.
3. Resolves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Member Adamson/Member Osborne

Carried

Meeting concluded at 2:33pm.

CONFIRMED THIS 6th DAY OF MARCH 2019

7. Madras Street at Baptist Church- Parking and Stopping Restrictions

Reference: 19/174143

Presenter(s): Michael Thomson - Transport Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve the installation of a No Stopping restriction extension and confirmation of existing 60 minute parking on Madras Street between Chester Street East and Oxford Terrace in accordance with Attachment A.

Origin of Report

- 1.2 This report is staff generated in response to a request from the Baptist church at this location.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking or stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with those described below are revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at its intersection with Chester Street East and extending in a northerly direction for a distance of 26 metres.
3. Approves that the parking of vehicles be restricted to a maximum period of sixty minutes on the east side of Madras Street commencing at a point 26 metres north of its intersection with Chester Street East and extending in a northerly direction for a distance of 15 metres.
4. Approves that the stopping of vehicles be prohibited at any time on the east side of Madras Street commencing at a point 41 metres north of its intersection with Chester Street East and extending in a northerly direction for a distance to its intersection with Oxford Terrace.
5. Approves that these resolutions take effect when the parking signage and/or road markings that evidence the restrictions described above are in place (or removed in the case of revocations).

4. Key Points

- 4.1 This recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 - Install No Stopping and P60 parking (preferred option).

- Option 2 - Do Nothing

4.3 Option Summary - Advantages and Disadvantages (Preferred Option)

4.3.1 The advantages of this option include:

- Provides access for vehicles to the church at funeral ceremonies.
- Confirms the P60 parking that existed pre earthquake, and is requested by the church.

4.3.2 The disadvantages of this option include:

- Removes all day parking, replacing it with P60 parking.
- Removes one car parking space.

5. Context/Background

5.1 Prior to the earthquake sequence, a 60-minute parking restriction existed on the east side of Madras Street outside the Baptist Church.

5.2 The P60 signs have disappeared. The reason for this is not known, but possibly due to demolition activities associated with the original damaged church building.

5.3 People now park all day, and the church has two requests:

- a) Reinstate the 60-minute parking for their visitors /congregation.
- b) Extend the no stopping so that a hearse can access the church during funeral services.

5.4 People are parking over the kerb cut down. This is not illegal if the cut down is only for non-motor vehicle use. People are not realising that this cut down acts as an entrance for motor vehicles at funeral times (hearses). Broken yellow lines will resolve this issue.

6. Option 1 - Install P60 and No Stopping (preferred)

Option Description

- 6.1 Install 60-minute parking and No Stopping on the east side of Madras Street, as detailed on Attachment A.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

- 6.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.4 The only affected property owners are the Baptist church, who are requesting these changes.
- 6.5 The Team Leader Parking Compliance supports this option.

Alignment with Council Plans and Policies

- 6.6 This option is consistent with Council's Plans and Policies.

Financial Implications

- 6.7 Cost of Implementation - \$400 for the installation, plus \$750 for consultation and the preparation of this report.
- 6.8 Funding source - Traffic Operations Budget.
- 6.9 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 6.10 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking and stopping restrictions by resolution.
- 6.11 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations.
- 6.12 The installation of any signs and/or markings associated with parking and stopping restrictions must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.13 There is no identified risk with this option.

Implementation

- 6.14 Implementation dependencies – Committee approval.
- 6.15 Implementation timeframe - Approximately four weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.16 The advantages of this option include:
- Meets the needs of the Church.
 - Reconfirms time limited parking restrictions that existed pre-quakes.
- 6.17 The disadvantages of this option include:

- Removes all day car parking.
- Removes one car parking space.

7. Option 2 - Do Nothing

Option Description

7.1 Retain existing parking and stopping restrictions.

Significance

7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

7.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

7.4 This option is inconsistent with the Church request.

Alignment with Council Plans and Policies

7.5 This option is consistent with Council's Plans and Policies.

Financial Implications

7.6 Cost of Implementation - \$750 for consultation and the preparation of this report

7.7 Maintenance / Ongoing Costs - \$0

7.8 Funding source – Existing staff budgets.

Legal Implications

7.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

7.10 There is a risk of the Church petitioning Council further to assist with church activities and in particular, sensitive activities such as funerals.

Implementation

7.11 Implementation dependencies - Not applicable.

7.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

7.13 The advantages of this option include:

- Has no impact on-street parking.

7.14 The disadvantages of this option include:

- It does not address the requests of the church.

Attachments

| No. | Title | Page |
|---------------------|---|------|
| A ↓ | Madras Street -Chester St East to Oxford Tce Attachment A to Parking Restrictions Subcommittee report 06 March 2019 | 22 |

Confirmation of Statutory Compliance

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

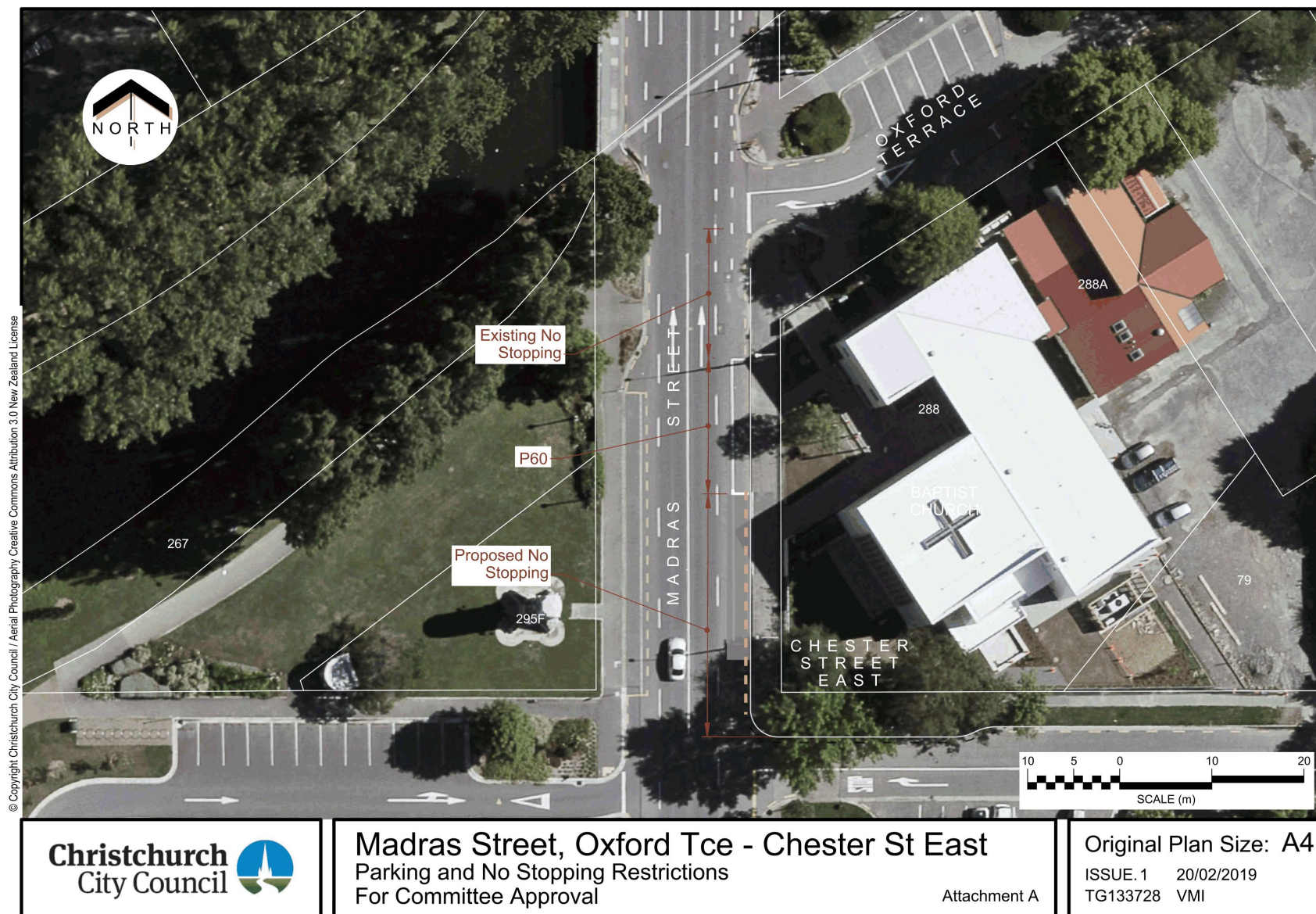
(a) This report contains:

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

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

Signatories

| | |
|--------------------|--|
| Author | Michael Thomson - Transport Engineer |
| Approved By | Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) |



8. Antigua Street at Christchurch Hospital Outpatients

Reference: 19/167830

Presenter(s): Michael Thomson - Transport Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve the installation of Parking and Stopping Restrictions on Antigua Street between Tuam Street and Oxford Terrace in accordance with Attachment A.

Origin of Report

- 1.2 This report is staff generated in response to requests from the CDHB for the Parking Restrictions Subcommittee to update the parking and stopping restrictions to meet the current demand outside the Outpatients department.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking or stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with those described below are revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the west side of Antigua Street commencing at its intersection with Tuam Street and extending in a northerly direction for a distance of 11 metres.
3. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the west side of Antigua Street, commencing at a point 11 metres north of its intersection with Tuam Street and extending in a northerly direction for a distance of 11 metres. This restriction is to apply at any time.
4. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4 (1) of the Land Transport (Road User) Rule 2004. This restriction is to apply at any time and be located on the west side of Antigua Street, commencing at a point 22 metres north of its intersection with Tuam Street and extending in a northerly direction for a distance of 20 metres.
5. Approves that the stopping of vehicles be prohibited at any time on the west side of Antigua Street commencing at a point 31 metres north of its intersection with Tuam Street and extending in a northerly direction to its intersection with Oxford Terrace.

6. Approves these resolutions take effect when the parking signage and/or road markings that evidence the restrictions described above are in place (or removed in the case of revocations).

4. Key Points

- 4.1 This recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
- Option 1 - Install updated parking and stopping restrictions (preferred option)
 - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
- 4.3.1 The advantages of this option include:
- Meets the current needs of the Outpatients Department by supplying short term and mobility parking.
- 4.3.2 The disadvantages of this option include:
- None identified

5. Context/Background

- 5.1 On 10 September 2015, Council approved the earlier September ITE Committee's recommendations for parking and stopping on a number of streets surrounding Christchurch Public Hospital. The kerbside that is the subject of this report, is located directly outside the Antigua Street frontage to the Outpatients department.
- 5.2 The 2015 approvals formed part of the *An Accessible City* Transport Projects entitled TP1b, TP3, and TP4.
- 5.3 The original P5 parks were temporarily changed (via a TMP) into a Hospital Shuttle stop, with the shuttle operating between various sites around the Hospital and the Lichfield Street car park building. A motorcycle stand was originally proposed between the P5 and the mobility parks, although never installed.
- 5.4 The CDHB facilities manager is requesting Council approve a new layout where all available parking outside Outpatients is five-minute parking or mobility parks.

6. Option 1 - Install Five minute and Mobility parking outside Outpatients (preferred)

Option Description

- 6.1 Two P5 parks and three Mobility parks to be installed /reconfirmed on the west side of Antigua Street, between Tuam Street and Oxford Terrace, as detailed on Attachment A.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

- 6.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.4 This is requested by the CDHB, being the only property owner affected.
- 6.5 The Team Leader Parking Compliance supports this option.

Alignment with Council Plans and Policies

- 6.6 This option is consistent with Council's Plans and Policies.

Financial Implications

- 6.7 Cost of Implementation - \$300 for the installation, plus \$750 for consultation and the preparation of this report
- 6.8 Funding source - Traffic Operations Budget.
- 6.9 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 6.10 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking and stopping restrictions by resolution.
- 6.11 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations.
- 6.12 The installation of any signs and/or markings associated with parking and stopping restrictions must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.13 There is no identified risks with this option.

Implementation

- 6.14 Implementation dependencies – Committee approval.
- 6.15 Implementation timeframe - Approximately two weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.16 The advantages of this option include:
- Meets the Outpatients short term and specialist parking needs.
- 6.17 The disadvantages of this option include:
- None identified.

7. Option 2 - Do Nothing

Option Description

- 7.1 Retain existing parking and stopping restrictions

Significance

- 7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 7.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 7.4 This option is inconsistent with the CDHB on behalf of visiting patients - requests for changes to parking and/or stopping restriction.

Alignment with Council Plans and Policies

- 7.5 This option is consistent with Council's Plans and Policies.

Financial Implications

- 7.6 Cost of Implementation - \$750 for consultation and the preparation of this report
- 7.7 Maintenance / Ongoing Costs - \$0
- 7.8 Funding source – Existing staff budgets.

Legal Implications

- 7.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

- 7.10 There is a risk of persons –with varying degrees of mobility impairment, not having convenient parking facilities.

Implementation

- 7.11 Implementation dependencies - Not applicable.
- 7.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

- 7.13 The advantages of this option include:
- Has no impact on-street parking.
- 7.14 The disadvantages of this option include:
- It does not address the requests of CDHB on behalf if it patients.

Attachments

| No. | Title | Page |
|---------------------|--|------|
| A ↓ | Antigua Street at Outpatients Attachment A to Parking restrictions subcommittee report 06 march 2019 | 28 |

Confirmation of Statutory Compliance

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

(a) This report contains:

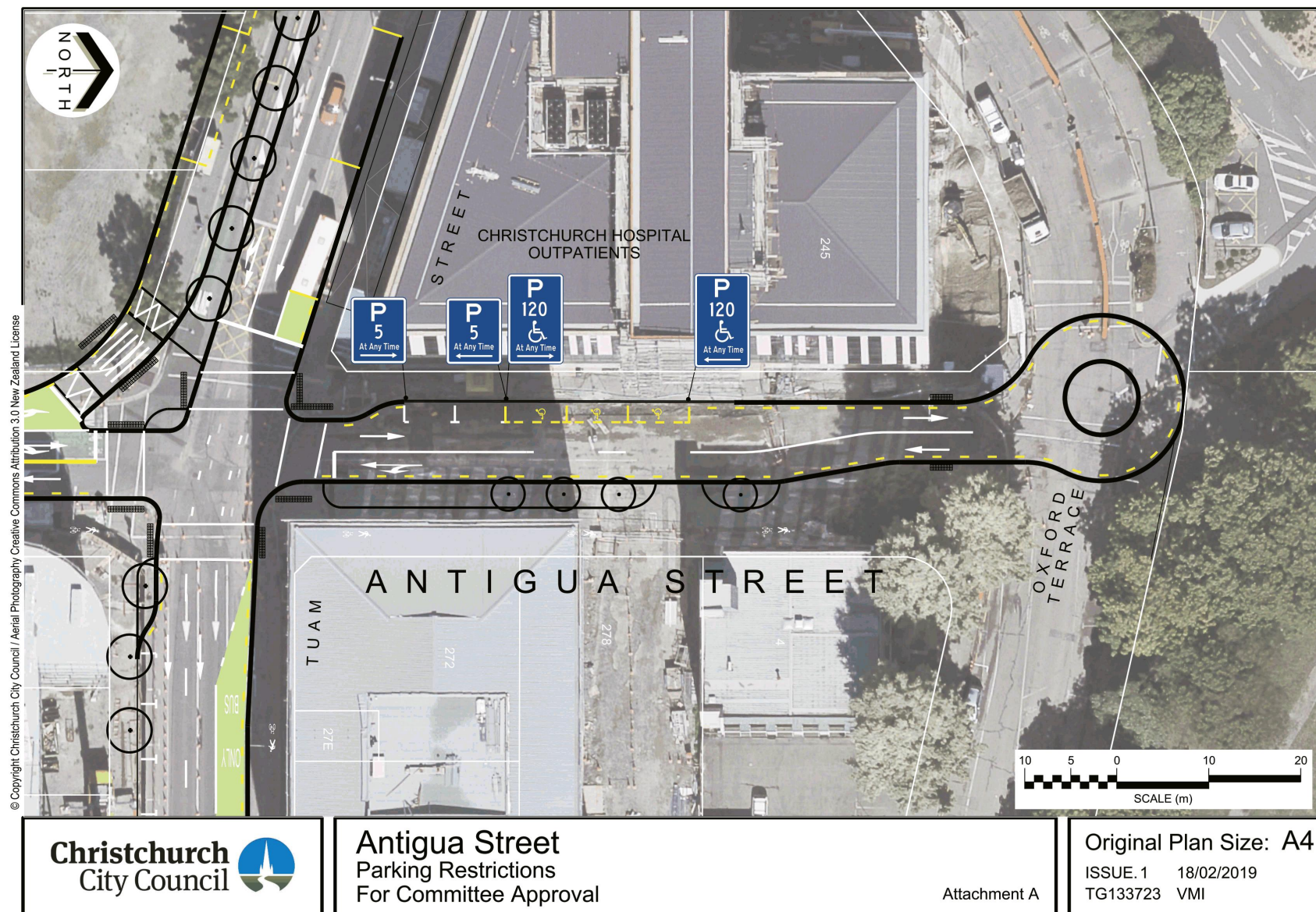
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

Signatories

| | |
|--------------------|--|
| Author | Michael Thomson - Transport Engineer |
| Approved By | Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) |

Item 8



9. Salisbury Street at Car Park Exit

Reference: 19/168419

Presenter(s): Michael Thomson - Transport Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve the installation of No Stopping restrictions on Salisbury Street at a car park exit between Montreal Street and Durham Street South in accordance with Attachment A.

Origin of Report

- 1.2 This report is staff generated in response to a request from the manager of the car park which is operated by Wilsons.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by comparing factors relating to this decision against the criteria set out in the Council's Significance and Engagement Policy.
 - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that any previous resolutions pertaining to parking or stopping restrictions made pursuant to any bylaw to the extent that they are in conflict with those below are revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the south side of Salisbury Street commencing at its intersection with Durham Street South and extending in a westerly direction for a distance of 38 metres.
3. Approves that the stopping of vehicles be prohibited at any time on the south side of Salisbury Street commencing at a point 67 metres west of its intersection with Durham Street South and extending in a westerly direction for a distance of 14 metres.
4. Approves that these resolutions take effect when the parking signage and/or road markings that evidence the restrictions described above are in place (or removed in the case of revocations).

4. Key Points

- 4.1 This recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 - Install a no stopping restriction (preferred option)
 - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:

- Improves safety for the motoring public when exiting the car park.

4.3.2 The disadvantages of this option include:

- Removes one unrestricted car parking space.

5. Context/Background

- 5.1 A significant off street car park (approximately one hectare) has been developed within the block bounded by Salisbury Street, Durham Street South, Peterborough Street and Victoria Street. Refer Attachment A.
- 5.2 This is a time limited car park, very close to the city centre /retailing area of Victoria Street, with barrier controlled entry /exit points. The result is a high frequency of vehicle movements in and out of the site.
- 5.3 The site management has requested improvements to sight lines when exiting onto Salisbury Street, which has a 50 km /h speed limit. The removal of one car space is requested. The relatively steep road camber contributes to poor visibility, due to the lower level for the motorist when exiting.

6. Option 1 - Install No Stopping (preferred)

Option Description

- 6.1 Install No stopping (broken yellow lines) for one car park length on the immediate approach side of the Salisbury Street exit.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report. Engagement requirements for this level of significance includes the consultation with the owner and occupier of any property likely to be injuriously affected by the option.

Impact on Mana Whenua

- 6.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.4 This is a request from the management of the site. No other property owners are affected.
- 6.5 The Team Leader Parking Compliance supports this option.

Alignment with Council Plans and Policies

- 6.6 This option is consistent with Council's Plans and Policies.

Financial Implications

- 6.7 Cost of Implementation - \$100 for the installation, plus \$750 for consultation and the preparation of this report
- 6.8 Funding source - Traffic Operations Budget.
- 6.9 Maintenance / Ongoing Costs - Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 6.10 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking and stopping restrictions by resolution.
- 6.11 The Parking Restrictions Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations.
- 6.12 The installation of any signs and/or markings associated with parking and stopping restrictions must comply with the Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.13 There are no risks identified with this preferred option.

Implementation

- 6.14 Implementation dependencies – Committee approval.
- 6.15 Implementation timeframe - Approximately two weeks once the area contractor receives the request.

Option Summary - Advantages and Disadvantages

- 6.16 The advantages of this option include:
- Improves safety.
- 6.17 The disadvantages of this option include:
- Removes one unrestricted car park.

7. Option 2 - Do Nothing

Option Description

7.1 Retain existing situation.

Significance

7.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

7.3 This option does not involve a significant decision in relation to land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

7.4 This option is inconsistent with the request from the car park management.

Alignment with Council Plans and Policies

7.5 This option is inconsistent with Council's Plans and Policies.

7.5.1 Inconsistency – does not address the road safety concern.

7.5.2 Reason for inconsistency – reducing road crashes on the network.

Financial Implications

7.6 Cost of Implementation - \$750 for consultation and the preparation of this report.

7.7 Maintenance / Ongoing Costs - \$0.

7.8 Funding source – Existing staff budgets.

Legal Implications

7.9 There is not a legal context, issue or implication relevant to this option.

Risks and Mitigations

7.10 None identified.

Implementation

7.11 Implementation dependencies - Not applicable.

7.12 Implementation timeframe - Not applicable.

Option Summary - Advantages and Disadvantages

7.13 The advantages of this option include:

- Has no impact on-street parking.

7.14 The disadvantages of this option include:

- It does not address the restricted sightlines at the car park exit and therefore the safety risk is not dealt with.

Attachments

| No. | Title | Page |
|---------------------|---|------|
| A ↓ | Salisbury Street Attachment A to Parking Restrictions subcommittee on 06 March 2019 | 34 |

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

Signatories

| | |
|--------------------|--|
| Author | Michael Thomson - Transport Engineer |
| Approved By | Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) |

