

Parking Restrictions Subcommittee AGENDA

Notice of Meeting:

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

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

Membership

Members

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

28 June 2019

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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
Part C	Decisions Under Delegation

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1. Apologies

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

2. Declarations of Interest

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

3. Confirmation of Previous Minutes

That the minutes of the Parking Restrictions Subcommittee meeting held on [Wednesday, 5 June 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 5 June 2019
Time: 2pm
Venue: Committee Room 2, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Members

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

5 June 2019

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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/2019/00010

That the apology from David Adamson for lateness be accepted.

Councillor Cotter/Member Griffiths

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

David Adamson joined the meeting at 2.02 pm

3. Confirmation of Previous Minutes

Part C

Committee Resolved PRSC/2019/00011

That the minutes of the Parking Restrictions Subcommittee meeting held on Wednesday, 3 April 2019 be confirmed.

Member Osborne/Member Griffiths

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. Armagh Street, Durham Street North to Montreal Street- P10

Committee Resolved PRSC/2019/00012

Part C

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the south side of Armagh Street, commencing at its intersection with Durham Street North and extending in a westerly direction to its intersection with Montreal Street, be revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at its intersection with Durham Street North and extending in a westerly direction for a distance of 19 metres.
3. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Armagh Street, commencing at a point 19 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 11 metres. This restriction is to apply at all times.
4. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 30 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 11 metres.
5. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the south side of Armagh Street commencing at a point 41 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 15.5 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.
6. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 56.5 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 21 metres.
7. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Armagh Street, commencing at a point 77.5 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 17.5 metres. This restriction is to apply at all times.
8. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 95 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of three metres.
9. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the south side of Armagh Street commencing at a point 98 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of 68.5 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.
10. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 166.5 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of seven metres.

11. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the south side of Armagh Street, commencing at a point 173.5 metres west of its intersection with Durham Street North and extending in a westerly direction for a distance of seven metres. This restriction is to apply at all times.
12. Approves that the stopping of vehicles be prohibited at any time on the south side of Armagh Street commencing at a point 180.5 metres west of its intersection with Durham Street North and extending in a westerly direction to its intersection with Montreal Street.

Member Griffiths/Member Osborne

Carried

8. Salisbury Street, Montreal Street to Durham Street North- P10

Committee Resolved PRSC/2019/00013

Part C

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the north side of Salisbury Street, commencing at its intersection with Montreal Street and extending in an easterly direction to its intersection with Durham Street North, be revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at its intersection with Montreal Street and extending in an easterly direction for a distance of 19 metres.
3. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the north side of Salisbury Street commencing at a point 19 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 10 metres. This restriction is to apply Monday to Sunday from 9am to 6pm.
4. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at a point 29 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of six metres.
5. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Salisbury Street, commencing at a point 35 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 18 metres. This restriction is to apply at all times.
6. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at a point 53 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 16 metres.
7. Approves that a Bus Stop be created on the north side of Salisbury Street commencing at a point 69 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 14 metres.
8. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at a point 83 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 14 metres.

9. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at a point 166 metres east of its intersection with Montreal Street and extending in an easterly direction for a distance of 22 metres.
10. Approves that the stopping of vehicles be prohibited at any time on the north side of Salisbury Street commencing at a point 219 metres east of its intersection with Montreal Street and extending in an easterly direction to its intersection with Durham Street North.

Member Osborne/Member Griffiths

Carried

9. Lichfield Street Car Park Building- All Day Charge Increase

Committee Resolved PRSC/2019/00014

Part C

That the Parking Restrictions Subcommittee:

1. Approves that the existing \$10 all- day parking charge for parking in the Lichfield Street car park building, be revoked, effective from midnight 30 June 2019.
2. Approves that the all-day parking charge for the Lichfield Street Car Park building be set at \$15.00, effective from midnight on 30 June 2019.
3. Requests a report to the November meeting detailing the occupancy rates at the Lichfield car park, including short stay and long stay details.

Councillor Cotter/Member Osborne

Carried

Meeting concluded at 2.47pm.

CONFIRMED THIS 3RD DAY OF JULY 2019

7. Antigua Street- Moorhouse Avenue to St Asaph Street

Reference: 19/591270

Presenter(s): Kate Webber Parking Facilitator, Michael Thomson Transport Engineer

1. Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve an extension of No Stopping and reconfirm existing parking and stopping restrictions on the east side of Antigua Street between St Asaph Street and Moorhouse Avenue.

2. Executive Summary

- 2.1 Antigua Street between St Asaph Street and Moorhouse Avenue, is part of the strategic cycle ways network with significant use by cyclists, both as commuters and for recreational use.
- 2.2 Preventing motor vehicles from parking within the lanes is a key safety element of the cycling route.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the east side of Antigua Street, commencing at its intersection with St Asaph Street and extending in a southerly direction to its intersection with Moorhouse Avenue, be revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the east side of Antigua Street commencing at its intersection with St Asaph Street and extending in a southerly direction for a distance of 28.5 metres.
3. Approves that the stopping of vehicles be prohibited at any time on the east side of Antigua Street commencing at a point 177 metres south of its intersection with St Asaph Street and extending in a southerly direction to its intersection with Halkett Street.
4. Approves that the stopping of vehicles be prohibited at any time on the east side of Antigua Street commencing at its intersection with Halkett Street and extending in a southerly direction for a distance of 11 metres.
5. Approves that the stopping of vehicles be prohibited at any time on the east side of Antigua Street commencing at a point 82 metres south of its intersection with Halkett Street and extending in a southerly direction to its intersection with Moorhouse Avenue.
6. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

4. Key Points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 - Install No 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:

- Removes the confusion where motorists park at a redundant vehicle crossing, not realising they are parking on a cycle lane.

4.3.2 The disadvantages of this option include:

- None identified

5. Context/Background

Issue

- 5.1 Safety concerns have been identified/raised on the southbound Antigua Street approach to Moorhouse Avenue, where motor vehicles are being parked on a cycle lane.
- 5.2 A marked on-road cycle lane for southbound cyclists, exists on the east side of Antigua Street, between St Asaph Street and Moorhouse Avenue. This marked cycle lane is predominantly located outside the parking lane.
- 5.3 On its approach to Moorhouse Avenue, the marked lane tapers towards the kerb, and continues alongside the kerb to the intersection.
- 5.4 While parking on a cycle lane is not permitted, about 10 years ago the Council resolved to install No Stopping (Broken Yellow Lines) throughout the City, where cycle lanes are located against the kerb. This was to avoid confusion for motorists about whether the lane is a parking lane or cycle lane.
- 5.5 On the Antigua Street southbound approach to Moorhouse Avenue, the cycle lane is against the kerb with Broken Yellow lines. At the northern boundary of the corner property, was a vehicle entrance, and immediately north of that entrance, the cycle lane tapers out to the outside of the parking lane. The Broken Yellow lines stopped at the vehicle entrance, as motorists could not park over an entrance.
- 5.6 The Corner property (Car Sales) has been demolished and the site cleared. The vehicle entrance no longer exists, so motorists are parking their vehicles at this point.
- 5.7 The effect of this parking is to reduce the safety for southbound cyclists. These cyclists have to swerve out and around a parked car- at a location where the left side traffic lane is veering towards the marked cycle lane.
- 5.8 Parking compliance consider this an unusual situation and are requesting clarification by the approval of an extension of the No Stopping, so that all the cycle lane, within the taper area and against the kerb, will not be obstructed by parked cars.
- 5.9 Subcommittee members will be aware of the adjacent Metro Sports development, and the proposed changes to the Antigua Street frontage streetscape as part of this development. While the parking and stopping management for the whole of this street block may change in the future, there is an immediate safety issue. Any changes made now can be easily changed again in 2 -3 years' time during the street redevelopment if required.
- 5.10 In addition, whilst investigating this location, other areas were identified where additional broken yellow lines are being recommended.
- 5.11 Staff are also recommending the removal of no stopping lines outside the former police station car park which will permit some additional parking.

Strategic Alignment

- 5.12 The Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 5.13 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 5.14 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

Decision Making Authority

- 5.15 Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 5.16 The Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations, within the Area described in "Plan A". This section of Antigua Street is within Plan A.
- 5.17 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Assessment of Significance and Engagement

- 5.18 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 5.19 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision
- 5.20 The community engagement and consultation outlined in this report reflect the assessment

6. Options Analysis

Options Considered

- 6.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 - Install No Stopping Restrictions (preferred option)
 - Option 2 - Do Nothing
- 6.2 No other options were considered.

Options Descriptions

- 6.3 **Option One: Preferred Option:** Install No Stopping Restrictions
- 6.3.1 **Option Description:** Install No Stopping restrictions in accordance with Attachment A.
- 6.3.2 **Option Advantages**
- Will provide a clear cycle lane.
 - Remove any confusion for motorists about where they can park
- 6.3.3 **Option Disadvantages**
- None identified
- 6.4 **Option Two:** Do Nothing
- 6.4.1 **Option Description:** Retain existing, but confusing parking management.
- 6.4.2 **Option Advantages**

- None identified

6.4.3 **Option Disadvantages**

- Does not address cyclist safety at this location.

7. Community Views and Preferences

- 7.1 No consultation has occurred, due to the fact that this is not changing the legal requirements about parking, but merely clarifying these requirements.
- 7.2 The Team Leader Parking Compliance supports the preferred option.

8. Legal Implications

- 8.1 As above.

9. Next Steps

- 9.1 Approval is required by the Parking Restrictions Subcommittee.
- 9.2 If approved, the recommendations will be implemented approximately two weeks after the contractor receives the request.

Attachments

No.	Title	Page
A ↓	Antigua Street - St Asaph Street to Moorhouse Avenue	15

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

Signatories

Authors	Michael Thomson - Transport Engineer Kate Webber - Parking Facilitator
Approved By	Steffan Thomas - Manager Operations (Transport)

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

Reference: 19/635493

Presenter(s): Mark Gregory

1. Purpose of Report

- 1.1 The purpose of this report is to seek approval for the resolution of No Stopping restrictions for a section of Moorhouse Avenue outside the front of 'Harvey Norman' and reconfirm existing parking and stopping restrictions for the rest of this street block on the south side.

2. Executive Summary

- 2.1 This report recommends replacing existing P60 parking with No Stopping restrictions, in order to allow for an ancillary turning lane.
- 2.2 The request is made in response to major retail expansion and changes in access (managed through the Resource Management Act). The resolution of No Stopping will enable the implementation of minor design changes to enable intensified access, whilst minimising disruption and safety impacts to the affected movement networks.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the south side of Moorhouse Avenue, commencing at its intersection with Colombo Street and extending in a westerly direction to its intersection with Durham Street South, be revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Colombo Street and extending in a westerly direction for a distance of 25.5 metres
3. Approves that a Bus Stop be created on the south side of Moorhouse Avenue, commencing at a point 25.5 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 24.5 metres.
4. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing a point 50 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of four metres.
5. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue commencing a point 54 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 26 metres.
6. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing a point 54 metres west of its intersection with Colombo Street and extending in a westerly direction for a distance of 26 metres. This restriction is to apply from 10:00 pm to 6:00 am the following day, on any day.
7. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing a point 80 metres west of its intersection with Colombo Street and extending in a westerly direction to its intersection with Durham Street South.

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

4. Key Points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 - Install No 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:
 - Enables minor design changes to the access, in order to mitigate network effects of retail expansion
 - 4.3.2 The disadvantages of this option include:
 - Removes car parking spaces.

5. Context/Background

Issue

- 5.1 Following major retail development at 250 Moorhouse Avenue, including 8,400sqm of additional retail floor area and car parking, additional turning capacity is required at the proposed Moorhouse Avenue access.
- 5.2 The total site will include 360 parking spaces and likely generate a peak of at least 500 vehicle movements per hour, including up to 300 vehicles turning from Moorhouse Avenue into the site. Modelling shows that this demand is significant enough to adversely affect network operations and therefore should be offset from general flow. Analysis considers the safety needs of all movements types, and assumes a slow access speed where intercepting the walkway.
- 5.3 Although the site operated at a similar scale pre earthquake, the ability to access via Pilgrim Place is no longer viable (for reasons of both legal access rights and the proposed development of this site). There are no other viable vehicle accesses available. Therefore, there will be more traffic using a single point of entry.
- 5.4 The recommended resolution will facilitate a design that will safely accommodate growth in access traffic, whilst minimising impacts on the affected movement networks.

Strategic Alignment

- 5.5 Council's strategic priorities have been considered in formulating the recommendations in this report.
- 5.6 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 5.7 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the Councils Long Term Plan (2018 - 2028).

Decision Making Authority

- 5.8 Register of Delegations (dated 30th May 2019), Part D Subsection 2.0 (b) delegates matters within the Central City Area (including the subject location of this Memorandum), to the Parking Subcommittee, including those matters specified in the Christchurch City Council Traffic and Parking Bylaw 2017 part 7 and 8 relating to the management of stopping, standing and parking of vehicles.
- 5.9 There are no other identified matters of delegation governing the implementation of the attached roading changes. Although other design matters are raised, this is to allow the Subcommittee appropriate context of the option they are recommended to support.
- 5.10 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Assessment of Significance and Engagement

- 5.11 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 5.12 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision
- 5.13 The community engagement and consultation outlined in this report reflect the assessment

Context

- 5.14 The proposed site access is facilitated by vehicle crossing, designed to safely accommodate the walking network.
- 5.15 Given both the forecast volume of turning traffic and the design speed, there are concerns that access operations would obstruct movement on Moorhouse Avenue, and for this reason, additional capacity is proposed to accommodate growth in access operations.
- 5.16 There have been zero crashes in the last five years affecting the existing access. The intersection / street is classified as medium risk under Council's risk mapping system.

6. Options Analysis

Options Considered

- 6.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 - Install No Stopping Restrictions (preferred option)
 - Option 2 - Do Nothing
- 6.2 Developing an alternative vehicle access was considered, however, this is not a feasible option due to the site being surrounded on three sides by grade separated roadways and railway. The only practical alternative would be via 10 Pilgrim Place and it is understood that legal access is unavailable at this time (and unlikely to be an option in the future given development Plans lodged).

Options Descriptions

- 6.1 **Option One: Preferred Option:** Install No Stopping Restrictions
- 6.1.1 **Option Description:** Install No Stopping restrictions in accordance with **Attachment A**. The length of No Stopping in this option is required to provide turning capacity for the proposed access.
- 6.1.2 **Option Advantages**

- Enables a scheme which protects the Major Arterial network operation, whilst supporting access to a major retail development
- Enables a scheme that provides a low speed turning movement, (including a 'square' turning radius), henceforth-protecting pedestrians and cyclists. Therefore, the option is synonymous with supporting safe operations for walking and cycling networks.
- Part of a mechanism that gives effect to an enhancement development layout, at a high profile site, and with more limited access availability.
- No identified Community objections: identified parties for Consultation extend only to those located within the subject Resource Consent site, and written support from these parties is obtained.

6.1.3 Option Disadvantages

- Removes some on street parking opportunities.

6.2 Option Two: Do Nothing

6.2.1 Option Description: Do not change parking management

6.2.2 Option Advantages

- None

6.2.3 Option Disadvantages

- No ability to separate turning traffic and queueing. Technically, it would not be possible for the Consent Holder to enact their current Resource Consent.
- By enacting the previous consent, there would remain effects of access traffic impeding general traffic, effectively reducing the link capacity, potentially substantially.
- Within this option, a hypothetical design could include an access with a much larger turning splay, enabling quicker turning speeds and hence lower impacts on through flow. However, this would result in a less safe pedestrian environment. (An example of a similar arrangement being the vehicle access to Fendalton Mall on Memorial Avenue).

Analysis Criteria

- 6.3 Options within this report have been assessed against the District Plan standards for accesses, and to be implemented in accordance with Infrastructure Design Standards (though the Carriageway Access Request process).

Options Considerations

- 6.4 The "Do Nothing" option is inconsistent with the Council's Infrastructure Design Standard and District Plan (cited therein).
- 6.4.1 Inconsistency – requirements for Major Arterial Roads to be 'managed to minimise adverse effects from access.'
- 6.4.2 Reason for inconsistency – The 'Do nothing' option would likely result in access operations impeding operations of Moorhouse Avenue and reducing link capacity.
- 6.4.3 Amendment necessary – Remove on street parking as recommended, in order enabling design of turning movement offset. The protection of the pedestrian environment will also be required, and this is facilitated within the proposed layout change.

7. Community Views and Preferences

- 7.1 Consultation advice identifies the affected party as being the tenants of 250 Moorhouse Avenue (within the subject Resource Consent site). For completeness, written approvals have been sought.
- 7.2 The Team Leader Parking Compliance supports the preferred option.

8. Legal Implications

- 8.1 There is a legal implication relevant to this decision
- 8.2 The changes to the Moorhouse Road / access layout, enabled through resolution of the preferred option, form part of the Resource Consent RMA/2019/697 (henceforth referred to as 'the current consent')
- 8.3 Resource Consent RMA/2019/697 was lodged as a variation on the previous consent, (RMA/2018/410, henceforth referred to as 'the previous consent').
- 8.4 The current consent was required in order to 'tidy up' some outstanding matters from the previous consent. Through the previous consent process, it emerged that vehicle access to/from Pilgrim Place had never been legally established, and furthermore development of the adjoining site would render future access as untenable. Subsequent analysis found that with more traffic using a single access point, there could be substantial network effects.
- 8.5 Changes were made to the previous consent which partly (but not fully) managed these effects. However, the changes resulted in an inefficient, non-user friendly internal parking layout.
- 8.6 The current consent, including the proposed on street change, would much better address all network effects, and also enable a better internal parking layout.
- 8.7 If the preferred option were not resolved, the Consent Holder would technically be unable to enact the current consent, and hence would need to revert to the previous consent layout, including some network effects.
- 8.8 This specific report has not been reviewed and approved by the Legal Services Unit

9. Next Steps

- 9.1 Resolution of the preferred option is sought of the Parking Subcommittee
- 9.2 If resolved, the recommendations will be implemented by the Consent Holder (incurring full cost) and to the satisfaction of both the Consenting Authority and the Maintenance team.
- 9.3 Implementation of the proposed changes will be managed through the Carriageway Access Request, and the process manager is already engaged.

Attachments

No.	Title	Page
A A	Moorhouse Avenue - Comobo Street to Durham Street South	23

Confirmation of Statutory Compliance

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

- (a) This report contains:
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
 - (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Michael Thomson - Transport Engineer Mark Gregory - Transport Network Planner
Approved By	Steffan Thomas - Manager Operations (Transport)



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

Reference: 19/668421

Presenter(s): Michael Thomson, Transport Engineer

1. Purpose of Report

- 1.1 The purpose of this report is for the Parking Restrictions Subcommittee to approve a sixty-minute (P60) parking restriction on the east side of Barbadoes Street, just south of Tuam Street.

2. Executive Summary

- 2.1 Newly established businesses are requesting a time limited parking restriction to free up parking for visiting clients.
- 2.2 Sixty minute parking will replace the all-day parking, and this will assist businesses with client parking opportunities.

3. Staff Recommendations

That the Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on the east side of Barbadoes Street, commencing at its intersection with Tuam Street and extending in a southerly direction to its intersection with St Asaph Street, be revoked.
2. Approves that the stopping of vehicles be prohibited at any time on the east side of Barbadoes Street commencing at its intersection with Tuam Street and extending in a southerly direction for a distance of 21 metres.
3. Approves that the parking of vehicles be restricted to a maximum period of sixty minutes, on the east side of Barbadoes Street, commencing at a point 21 metres south of its intersection with Tuam Street and extending in a southerly direction for a distance of 27 metres.
4. Approves that the stopping of vehicles be prohibited at any time on the east side of Barbadoes Street commencing at a point 93 metres south of its intersection with Tuam Street and extending in a southerly direction to its intersection with St Asaph Street.
5. Approves that these resolutions take effect when parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

4. Key Points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#)
- 4.2 The following feasible options have been considered:
 - Option 1 - Install a P60 Parking 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:

- Meets the client parking needs of newly established businesses.

4.3.2 The disadvantages of this option include:

- Removes the opportunity for all day parking – usually by persons working in the immediate or CBD area.

5. Context/Background

Issue

- 5.1 The relatively large site, on the South east corner of Barbadoes and Tuam has been redeveloped. The original warehouse type buildings have been replaced with a new office block, divided into separate companies.
- 5.2 The new businesses comprise of a recruiting office, legal office, IT support office and others.
- 5.3 Council staff have been approached by staff of these companies with a request to create sixty minute parking on the Barbadoes Street frontage to their buildings. This follows a joint meeting of the businesses recently.
- 5.4 Currently, the five car parks between the Tuam Street intersection and the vehicle entrance to a former bottle store, is unrestricted. The result is that these car parks are occupied all day long – usually by employees who work nearby or within the CBD.
- 5.5 Changing this parking to sixty minute parking will free up parking for visiting clients of the various properties.

Strategic Alignment

- 5.6 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 5.7 The recommendations in this report will help to achieve the desired community outcome of a well-connected and accessible city through improved road safety.
- 5.8 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

Decision Making Authority

- 5.9 Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 5.10 The Subcommittee has delegated authority from the Council to exercise the delegations as set out in the Register of Delegations, within the Area described in "Plan A". This section of Barbadoes Street is within Plan A.
- 5.11 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Assessment of Significance and Engagement

- 5.12 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 5.13 The level of significance was determined by the low level of impact and low number of people affected by the recommended decision
- 5.14 The community engagement and consultation outlined in this report reflect the assessment.

6. Options Analysis

Options Considered

- 6.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 - Install Sixty minute (P60) parking
 - Option 2 - Do Nothing
- 6.2 No other options were considered
- 6.3 **Option One: Preferred Option:** Install P60 Parking
- 6.3.1 **Option Description:** Install P60 parking in accordance with Attachment A.
- 6.3.2 **Option Advantages**
- Meets client parking needs for businesses.
- 6.3.3 **Option Disadvantages**
- Removes all day parking for commuter parkers.
- 6.4 **Option Two:** Do Nothing
- 6.4.1 **Option Description:** Parking Status Quo.
- 6.4.2 **Option Advantages**
- Commuter parkers are unaffected
- 6.4.3 **Option Disadvantages**
- Does not meet client parking needs for businesses.

7. Community Views and Preferences

- 7.1 This change has been requested following a meeting of businesses within the new development.
- 7.2 Follow up contact with each business by Council staff confirms a sixty minute time limit is the best “fit” for all client parking needs.
- 7.3 The Team Leader Parking Compliance supports the preferred option. The do nothing option is inconsistent with community requests to improve visibility at the intersection.

8. Legal Implications

8.1 As above

9. Next Steps

- 9.1 Approval is required by the Parking Restrictions Subcommittee.
- 9.2 If approved, the recommendations will be implemented approximately two weeks after the contractor receives the request.

Attachments

No.	Title	Page
A ↓	Barbadoes Street Attachment A to Parking Restrictions Subcommittee on 03 July 2019	29

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	Steffan Thomas - Manager Operations (Transport)

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