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## Central City Parking Restrictions Subcommittee AGENDA

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### Notice of Meeting:

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

**Date:** Friday 1 April 2022  
**Time:** 11am  
**Venue:** Via Audiovisual Link

Under the current provisions of the Covid-19 Protection Framework (the traffic light system) people holding a current vaccine pass may attend the meeting in person. Attendance is also available via an audio-visual link; please request access details from the Hearings Advisor at

[Nathaniel.Heslop@ccc.govt.nz](mailto:Nathaniel.Heslop@ccc.govt.nz).

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### Membership

Members	Councillor Mike Davidson Councillor Jake McLellan Councillor Tim Scandrett
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**25 March 2022**

**Principal Advisor**

Lynette Ellis  
Head of Transport  
Tel: 941 6285

Nathaniel Heslop  
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.

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

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



## Ōtautahi-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

### Principles

Being open, transparent and democratically accountable  Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making	Actively collaborating and co-operating with other local, regional and national organisations
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### Community Outcomes

<b>Resilient communities</b> Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	<b>Liveable city</b> Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	<b>Healthy environment</b> Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	<b>Prosperous economy</b> 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
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### Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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### Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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## CENTRAL CITY PARKING RESTRICTIONS SUBCOMMITTEE - TERMS OF REFERENCE NGĀ ĀRAHINA MAHINGA

Membership	Chair of the Urban Development and Transport Committee Deputy Chair of the Urban Development and Transport Committee Central Ward Councillor
Quorum	Two members
Meeting Cycle	Ad hoc
Reports To	Urban Development and Transport Committee

### Urban Development & Transport Committee

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

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

Delegation
<p><b>With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive both sides of the street marking the boundary), and whether it relates to “on-street” or “off-street”, under clause 7</b></p> <ul style="list-style-type: none"> <li>Prohibiting or restricting the stopping, standing or parking of vehicles, or any class of vehicles, on any road; or</li> <li>Limiting the stopping, standing or parking of vehicles on any road to any class of vehicles.</li> <li>Prescribing any conditions under clause 7.</li> </ul>
<p><b>With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive both sides of the street marking the boundary), and whether it relates to “on-street” or “off-street”, under clause 8</b></p> <ul style="list-style-type: none"> <li>Designating an area to be a zone parking area and the restrictions that apply in that zone parking area (“zone parking controls”); and</li> <li>Reserving any area of land or any road or any part of a road or any building or any part of a building to be a parking place or transport station, subject to restrictions; and</li> <li>Specifying the vehicles or classes of vehicle that can use or must not use a parking place or transport station or zone parking area; and</li> <li>Prescribing the restrictions that apply including (without limitation) the times, manner and other conditions for the parking of vehicles or classes of vehicles in a parking place or transport station or zone parking area.</li> <li>Making provision for the efficient management and control of a parking place or transport station or zone parking area.</li> </ul>
<p><b>With respect to the district of Christchurch City, whether it relates to “on-street” or “off-street”, under clause 8</b></p> <ul style="list-style-type: none"> <li>Prescribing any charges to be paid for the use of a parking place or transport station or in a zone parking area, <b>subject to the limits set out in the Annual Plan or Long Term Plan as the case may be. (See limits set out below which may change each year the Annual Plan or Long term Plan is adopted)</b></li> <li>Prescribing the manner by which parking charges may be paid by the use of parking machines or in any other manner</li> </ul>

**On Street Parking**

(a) Parking Meters - discretion to set and modify fees within these ranges is delegated to the Parking Restrictions Subcommittee

- (i) 1 hour meters - 2021/2022 Annual Plan \$3 to \$10
- (ii) 2 hour and 3 hour meters - 2021/2022 Annual Plan \$3 to \$10
- (iii) All Day meter rate - 2021/2022 Annual Plan \$3 to \$10

(b) Coupon Parking - 2021/2022 Annual Plan \$3.70

(c) Meter Hoods - per day - 2021/2022 Annual Plan \$30.00

(c) Meter Hoods - per month - 2021/2022 Annual Plan \$450.00

(d) Waiver of Time limit restriction - 2021/2022 Annual Plan \$210.00

(e) Residential Parking Permits - 2021/2022 Annual Plan \$100.00

**At Ground (or 'at grade') Off-Street Parking**

Determination of fees on individual sites is delegated to the Parking Restrictions Subcommittee within the following range: - \$0 to \$25.00 per day or part thereof

**Parking Buildings**

The determination of fees on individual sites, including but not limited to, the following locations:

- (i) **Art Gallery Car Park** 2021/2022 Annual Plan up to \$5.00 per hour
- (ii) **Lichfield Street Parking Building** 2021/2022 Annual Plan up to \$5.00 per hour

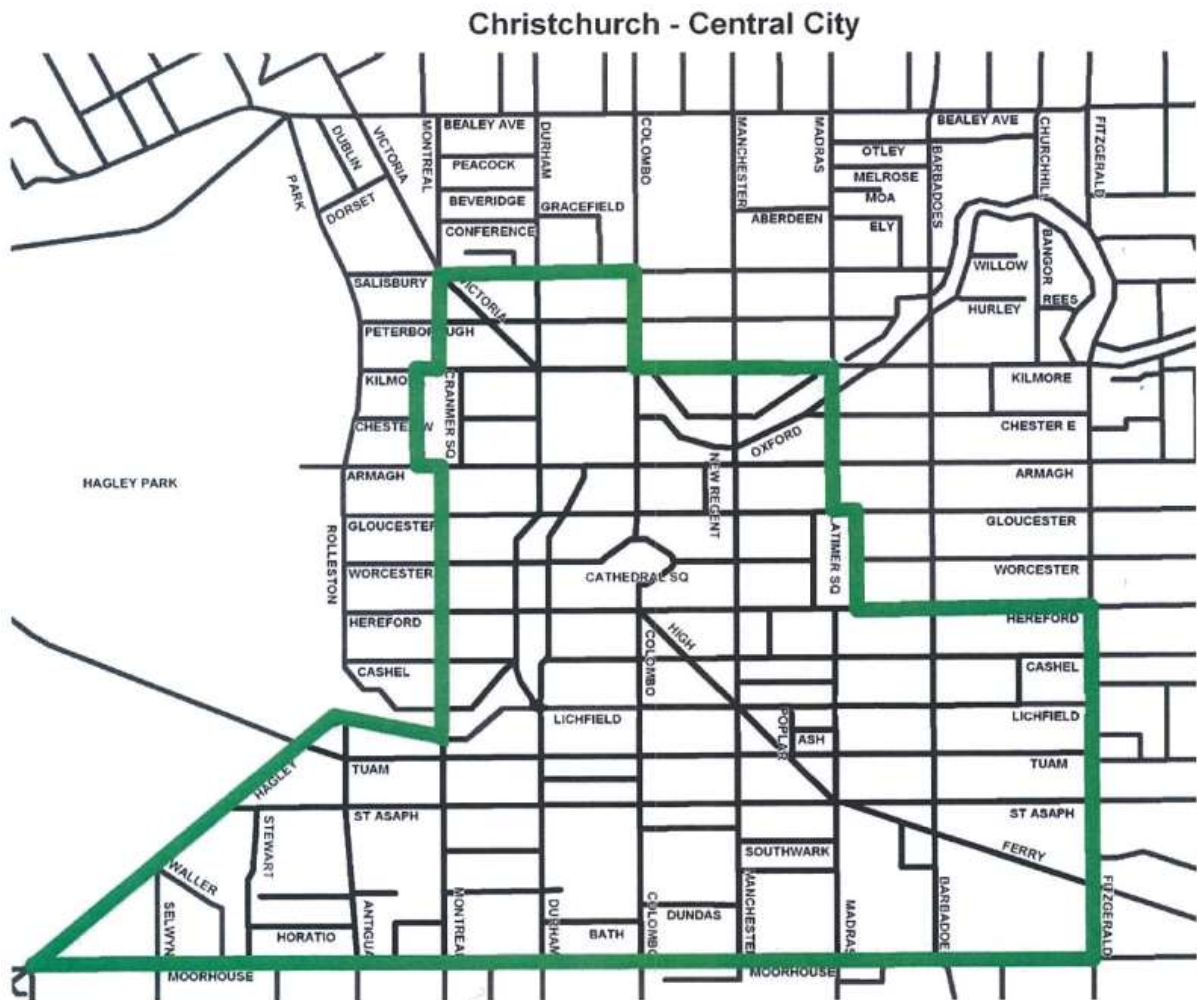
**With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive of both sides of the street marking the boundary), and whether it relates to "on-street" or "off-street", under clause 10**

- Reserving any specified parking place or places as –
  - (a) residents' only parking area for the exclusive use of persons who reside in the vicinity; or
  - (b) residents' exemption parking area for the use of persons who reside in the vicinity.
- Prescribing –
  - (a) any fees to be paid annually or in any other specified manner, for the use of a residents' parking area or a residents' exemption parking area; and
  - (b) the manner by which any such fees may be paid for the use of a residents' parking area or a residents' exemption area; and
  - (c) which parking, stopping and standing restrictions permit holders are exempt from within a residents' exemption parking area.

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

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

Plan A:



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

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## TABLE OF CONTENTS

Karakia Tīmatanga .....	7
C 1. Apologies Ngā Whakapāha .....	7
B 2. Declarations of Interest Ngā Whakapuaki Aronga .....	7
C 3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua .....	7
B 4. Public Forum Te Huinga Whānui .....	7
B 5. Deputations by Appointment Ngā Huinga Whakaritenga.....	7
B 6. Presentation of Petitions Ngā Pākikitanga .....	7

## STAFF REPORTS

C 7. Motorcycle Parking- Times of Operation.....	9
C 8. Chester Street West Parking and Stopping Restrictions .....	13
C 9. Colombo Street-Cashel Street to Hereford Street Parking & Stopping Restrictions .....	19

Karakia Whakamutunga

## Karakia Tīmatanga

### 1. Apologies Ngā Whakapāha

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

### 2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Central City Parking Restrictions Subcommittee meeting held on Thursday, 31 March 2022 be confirmed.

### 4. Public Forum Te Huinga Whānui

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

#### 4.1 Gary Endicott

Gary Endicott will speak to the Subcommittee about time-restricted mobility car parks.

### 5. Deputations by Appointment Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

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

### 6. Presentation of Petitions Ngā Pākikitanga

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





## 7. Motorcycle Parking- Times of Operation

Reference Te Tohutoro: 22/153444

Report of Te Pou Matua: Darryl O Keefe, Senior Project Manager

General Manager Jane Davis, General Manager Infrastructure, Planning and  
Pouwhakarae: Regulatory Services

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

- 1.1 The purpose of this report is to seek approval for a change in the management of the existing on-street Motorcycle parks within the Central City. This report has been written to support appropriate management and consistency of on-street Motorcycle parking within the Plan A area, as detailed in the Delegations Register. This report has been written following Council approval of the Central City Parking Policy.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

### 2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Subcommittee:

1. Approves that any maximum parking time limit (if a time limit exists) for any on-street Motorcycle parking within the Central City Plan A area, as defined in the current City Council Delegations Register, be revoked.
2. Approves that for any existing on-street Motorcycle parking within the plan A area, as defined in the current Delegations Register, that any time of day restrictions on parking, be revoked.
3. Approves that for all existing on-street Motorcycle Parks within the plan A area, as defined in the current City Council Delegations Register, that these Motorcycle parks apply at any time.

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

To manage on-street Motorcycle parking spaces and ensure consistency in regard to when these restrictions apply.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

No other options are proposed.

### 5. Detail Te Whakamahuki

- 5.1 Most Motorcycle parks operate in the default times of 8:00am to 6:00pm, on any day except public Holidays. This report seeks to provide a parking facility for motorcycle road users at any time of the day.
- 5.2 The decision affects the Plan A area of the current Council Delegations Register.

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

**Strategic Alignment Te Rautaki Tīaroaro**

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

6.1.1 Activity: Transport

- Level of Service: 10.3.1 Provide an optimised balance of Council operated parking spaces in the central city - 60-85% average occupancy

**Policy Consistency Te Whai Kaupapa here**

6.2 The decision is consistent with the Council's Central City Parking Policy.

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

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

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

6.4 This proposal has no effect on climate change.

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

6.5 The proposed changes to motorcycle parking support accessibility, by providing increased consistency for motorcycle parking spaces within the Central City.

## 7. Resource Implications Ngā Hīraunga Rauemi

**Capex/Opex Ngā Utu Whakahaere**

- 7.1 Cost to Implement - \$9,000
- 7.2 Maintenance/Ongoing costs - \$500
- 7.3 Funding Source - Existing Approved budgets for new Parking Signs & Markings.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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

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



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

- 8.4 There is no legal context, issue or implication relevant to this decision.
- 8.5 This report has not been reviewed and approved by the Legal Services Unit.

## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 No identified risks have been determined

## Attachments Ngā Tāpirihanga

No.	Title	Page
A  	Attachment A to Central City Parking Restrictions subcommittee Plan A	12

Additional background information may be noted in the below table:

Document Name	Location / File Link
Not Applicable	Not Applicable

## Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

## Signatories Ngā Kaiwaitohu

<b>Author</b>	Michael Thomson - Transport Engineer
<b>Approved By</b>	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management

# Attachment A



## 8. Chester Street West Parking and Stopping Restrictions

Reference Te Tohutoro: 22/44143

Report of Te Pou Matua: Darryl O'Keefe

General Manager

Jane Davis, General Manager

Pouwhakarae:

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

- 1.1 The purpose of this report is to reconfirm the paid parking in Chester Street West, outside the former Court buildings.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

### 2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on both the north side and south side of Chester Street West, commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 76 metres, be revoked.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Chester Street West, commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 15 metres, as detailed on Attachment A.
3. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be prohibited to a maximum period of 120 minutes and be controlled by Parking Meters, ( including Pay by Plate machines or any approved means of payment) on the north side of Chester Street West, commencing at a point 15 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 36 metres, as detailed on Attachment A.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Chester Street West, commencing at a point 51 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 25 metres, as detailed on Attachment A.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of Chester Street West, commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 18 metres, as detailed on Attachment A.
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the south side of Chester Street West, commencing at a point 18 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of seven metres, as detailed on Attachment A. This parking restriction is to apply at any time, and further restricted to 90 degree angle parking.

7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be prohibited to a maximum period of 120 minutes and be controlled by Parking Meters, ( including Pay by Plate machines or any approved means of payment) on the south side of Chester Street West, commencing at a point 25 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 33 metres, as detailed on Attachment A. This parking restriction is further restricted to 90 degree angle parking.
8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of Chester Street West, commencing at a point 58 metres east of its intersection with Durham Street North and extending in an easterly direction, and then in a northerly direction (at the eastern boundary of the road) for a total distance of 29 metres, and as detailed on Attachment A.
9. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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

- 3.1 Following the earthquake sequence in 2010 & 2011, damage to both the former Court buildings and the Town Hall, resulted in the closure of this section of Chester Street West. The road area was gated and became a construction zone for the rebuild of the Town Hall.
- 3.2 The parking meter machines were removed, to be used in other areas.
- 3.3 This area then became an unrestricted, free parking area in an area of high parking demand. It is proposed to reinstate the parking management previously in place so it is consistent with parking restrictions on adjacent streets.
- 3.4 An area of legal road reserve, extending north is not being addressed in this report. The reason being is that further recommendations to Council, may be forthcoming regarding this section of road. Once a decision is made on the future of “The Commons” and the area of adjoining land containing the floral clock, formal “road stopping” and conversion into parks reserve of this northern section of Chester Street West can be considered.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 None considered

### 5. Detail Te Whakamahuki

- 5.1 Staff of the adjoining building (former Court Buildings) have been advised that the parking is reverting back to pre-quake management. This is already in place via a TMP until approvals are gained from this Subcommittee.
- 5.2 The Team Leader, Parking Compliance agrees with the recommendations. The Team Leader, Parking Operations and Appeals agrees with the recommendations and has programmed replacement meters to be installed, if this Subcommittee grants approval.
- 5.3 The decision affects the Central City Parking Restrictions Subcommittee, being within the Plan A area, as defined in the Council’s Delegations Register.

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

### Strategic Alignment Te Rautaki Tīaroaro

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

6.1.1 Activity: Transport

- Level of Service: 10.3.1 Provide an optimised balance of Council operated parking spaces in the central city - 60-85% average occupancy

### Policy Consistency Te Whai Kaupapa here

6.2 The decision is consistent with Council's Plans and Policies.

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

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

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

6.4 This proposed change has no effect on Climate change.

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

6.5 The proposed changes support accessibility, by reinstating two mobility parks that have been unavailable since the earthquakes.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

7.1 Cost to Implement – \$30,000

7.2 Maintenance/Ongoing costs - \$500 per annum.

7.3 Funding Source

7.3.1 Existing approved parking meter budget.

7.3.2 Existing approved budgets for signs and road markings.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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

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

8.2 The Urban Development and Transport Committee has delegated authority from the Council to exercise the delegations as set out in Part D of the Register of Delegations. The Committee has delegated authority to the Central City Parking Restrictions Subcommittee to approve parking and stopping restrictions within the area described as Plan A.

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

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


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



## 9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 The only risk relates to the “do nothing” option or status quo. This option would continue the unrestricted, all-day parking by nearby employees, and deny the mobility parking facility by those who need it.

## Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Chester Street West Attachment A to Central City Parking Restrictions Subcommittee 31 March 2022	17

Additional background information may be noted in the below table:

Document Name	Location / File Link
Not Applicable	Not Applicable

## Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

(a) This report contains:

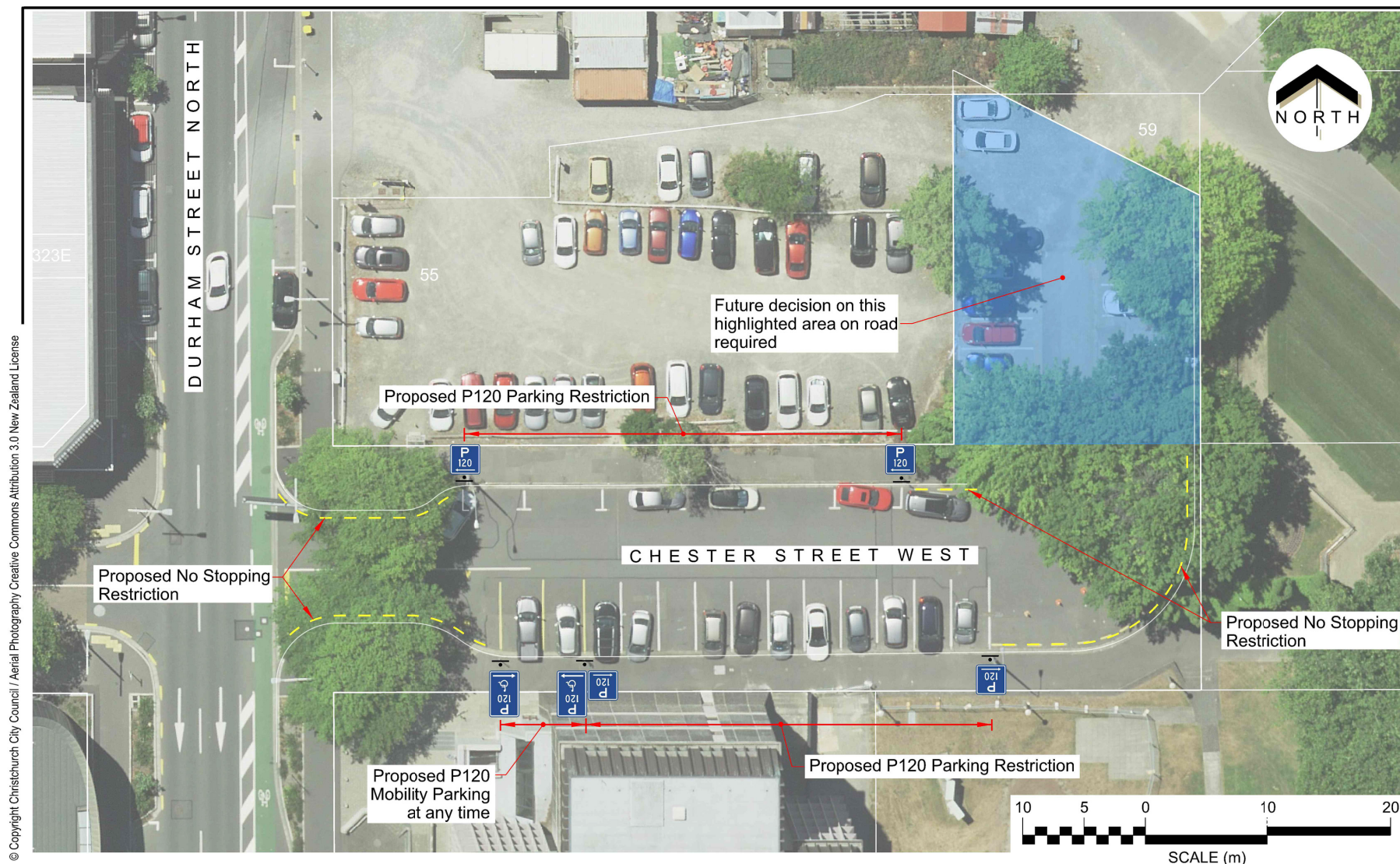
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

## Signatories Ngā Kaiwaitohu

<b>Authors</b>	Michael Thomson - Transport Engineer Darryl O'Keefe - Team Leader Operations
<b>Approved By</b>	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management







## 9. Colombo Street-Cashel Street to Hereford Street Parking & Stopping Restrictions

Reference Te Tohutoro: 22/231225

Report of Te Pou Matua: Michael Thomson, Transport Engineer

General Manager

Pouwhakarae:

Jane Davis, General Manager, Infrastructure Regulatory & Planning

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

- 1.1 The purpose of this report is to seek approval for parking and stopping restrictions on the west side of Colombo Street, between Cashel Street and Hereford Street. This report has been written in response to a request to provide short term parking associated with a new hotel.
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

### 2. Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Subcommittee:

1. Approves that all previously resolved parking and stopping restrictions on the west side of Colombo Street, commencing at its intersection with Hereford Street and extending in a southerly direction to its intersection with Cashel Street, be revoked.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at its intersection with Hereford Street and extending in a southerly direction for a distance of 23 metres, as detailed on Attachment A.
3. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that parking be restricted to Motorcycles only, on the west side of Colombo Street, commencing at a point 23 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of six metres, as detailed on Attachment A. This restriction is to apply at any time.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a loading zone for all classes of motor vehicle, be created and be restricted to a maximum period of five minutes on the west side of Colombo Street, commencing at a point 29 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of 13 metres, as detailed on Attachment A. This restriction is to apply at any time.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at a point 42 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of 24 metres, as detailed on Attachment A.
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by Parking Meters (including Pay by Plate machines or any approved means of payment), on the west side of Colombo Street, commencing at a point 66 metres south of its

intersection with Hereford Street and extending in a southerly direction for a distance of 19 metres, as detailed on Attachment A. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, and apply Friday to Sunday, 9:00am to 8:30pm.

7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at a point 85 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of five metres, as detailed on Attachment A.
8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a motor cycle stand be created on the west side of Colombo Street, commencing at a point 90 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of 12 metres, as detailed on Attachment A. This restriction is to apply at any time.
9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at a point 102 metres south of its intersection with Hereford Street and extending in a southerly direction to its intersection with Cashel Street, as detailed on Attachment A.
10. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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

- 3.1 To manage parking in accordance with new developments within the City Centre.

### 4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Apart from the status quo, no other options have been considered.

### 5. Detail Te Whakamahuki

- 5.1 As part of the redeveloping Central City, a new hotel has been constructed and opened on Colombo Street, between Hereford Street and Cashel Street.
- 5.2 The hotel management have requested a short term (five minutes) drop off /pick up facility outside the hotel, similar to the parking management at other central city hotels.
- 5.3 This provides flexibility for hotel activities involving a motor vehicle. Examples are:
  - i) Goods vehicles delivering or picking up required hotel goods /services.
  - ii) Smaller Buses & taxis, dropping off /picking up hotel guests.
  - iii) Guests arriving by, say, rental car who check in and then are allocated a hotel parking space nearby.
- 5.4 In addition, the short term parking can be used by customers etc. of other nearby businesses.
- 5.5 Council staff have consulted with the three adjacent businesses- take away foods, sports shop and a tourist souvenir shop. No objections were received for this proposal.



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

### Strategic Alignment Te Rautaki Tīaroaro

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

6.1.1 Activity: Transport

- Level of Service: 10.3.1 Provide an optimised balance of Council operated parking spaces in the central city - 60-85% average occupancy

### Policy Consistency Te Whai Kaupapa here

6.2 The decision is consistent with Council's Plans and Policies.

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

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

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

6.4 This proposed change has no effect on Climate change.

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

6.5 The proposed changes to parking support the redevelopment of the post-earthquake City.

## 7. Resource Implications Ngā Hīraunga Rauemi

### Capex/Opex Ngā Utu Whakahaere

7.1 Cost to Implement - \$1,500 including preparation of this report.

7.2 Maintenance/Ongoing costs - \$100 per annum.

7.3 Funding Source - Existing Approved budgets for new Parking Signs & Markings budgets.

## 8. Legal Implications Ngā Hīraunga ā-Ture

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

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

8.2 The Urban Development and Transport Committee has delegated authority from the Council to exercise the delegations as set out in Part D of the Register of Delegations. This Committee has delegated authority to the Central City Parking Restrictions Subcommittee to approve parking and stopping restrictions within the area described as Plan A.

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

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


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

8.5 This report has not been reviewed and approved by the Legal Services Unit

## 9. Risk Management Implications Ngā Hīraunga Tūraru

9.1 Any risk relates to a "do nothing" option. The "do nothing" option results in no benefits as described in Section 5 above.

## Attachments Ngā Tāpirihanga

No.	Title	Page
A 	Colombo Street Cashel to Hereford Attachment A to Central City Parking Restrictions Subcommittee report March 2022	23

Additional background information may be noted in the below table:

Document Name	Location / File Link
Not Applicable	Not Applicable

## Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

(a) This report contains:

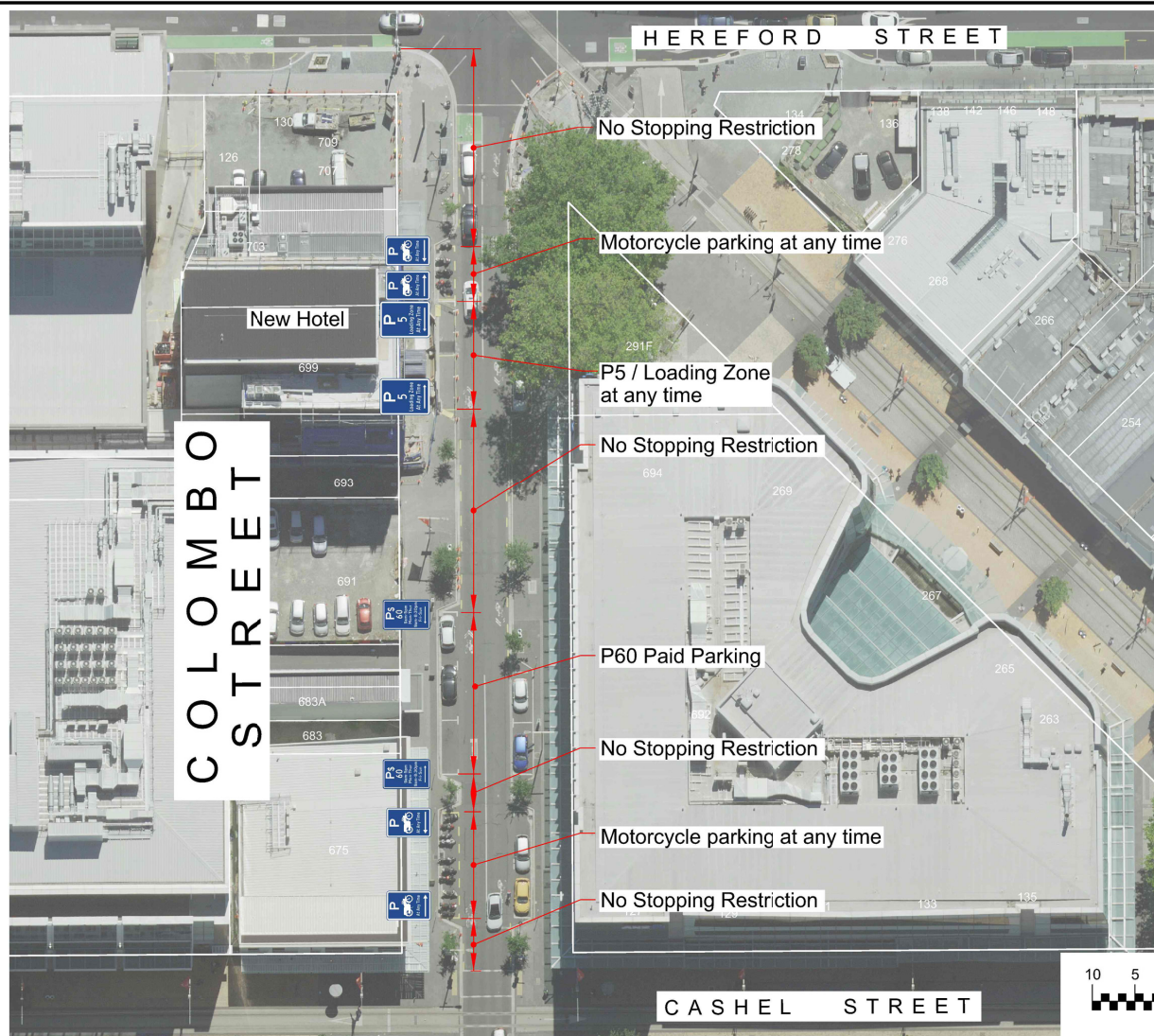
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

## Signatories Ngā Kaiwaitohu

<b>Author</b>	Michael Thomson - Transport Engineer
<b>Approved By</b>	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management

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Christchurch City Council

Colombo Street – Cashel Street to Hereford Street  
Proposed Parking and Stopping Restrictions  
For Committee Approval

Attachment A  
Designed by: MT Approved by: GD

Original Plan Size: A4  
ISSUE.1 02/03/2022  
TG140798 MJR