

## 16. LYTTTELTON AREA – RESOLUTION OF PARKING RESTRICTIONS AND TRAFFIC CONTROL DEVICES

<b>General Manager responsible:</b>	General Manager City Environment, DDI 941-8608
<b>Officer responsible:</b>	Transport and Greenspace Manager
<b>Author:</b>	Mark Millar, Network Operations

### PURPOSE OF REPORT

1. The purpose of this report is:
  - (a) For the Community Board to revoke the following resolution made at its meeting held on 18 May 2010:

*The Board resolved to approve the Schedule of Resolutions for the Lyttelton Area Restrictions and Traffic Control Devices, as follows: (Schedule of Restrictions thereafter attached)*
  - (b) To seek the Board's approval of the amended schedule (as **separately circulated**) of resolutions for the parking restrictions and traffic control devices as currently marked and/or signed in the Lyttelton area.

### EXECUTIVE SUMMARY

2. On 6 March 2006, the Banks Peninsula District was amalgamated with Christchurch City. The records of the resolutions for the existing parking restrictions and traffic control devices as currently marked and / or signed in the Lyttelton area have not been located.
3. To be legally enforced, parking restrictions and traffic control devices must be resolved by Council or a delegated authority. As noted in Clause 10, the Community Boards have delegated authority from the Council for the resolution of parking restrictions and traffic control devices on City Council roads. The New Zealand Transport Agency (NZTA) has delegated parking restrictions on State Highways to the Council.
4. At a meeting on 18 May 2010 a Schedule of Resolutions: Lyttelton Area - Parking Restrictions and Traffic Control Devices was presented to and adopted by the Board. Subsequently it has been found that there were a number of spelling errors in the schedule and the resolution could not be substantiated. For the restrictions to be capable of withstanding a legal challenge, the spelling of the road name must be as per the legal name of that road.

The following spelling corrections have now been made to the original schedule:

Bridle Path **Road** corrected to Bridle Path  
Voelas **Street** corrected to Voelas **Road**  
Cyrus William Quay corrected to Cyrus Williams Quay  
Cornwell **Street** corrected to Cornwall **Road**  
Dublin **Road** corrected to Dublin **Street**  
Gilmore Terrace corrected to Gilmour Terrace  
**Saint** Davids Street corrected to **St** Davids Street  
Shackleton **Parade** corrected to Shackleton **Terrace**  
Walker Road corrected to Walkers **Road**

5. The No Stopping resolution for Cyrus Williams Quay had been resolved from the intersection with Charlotte Jane Quay as it is formed on site, but this area is Port Authority land and so the resolution has been corrected to:
  - (a) That the stopping of vehicles be prohibited at any time on the north east side of Cyrus Williams Quay commencing at a point 94 metres north west of its intersection with the prolongation of the northern kerbline of George Seymour Quay and extending in a south easterly direction for a distance of 230 metres.

6. Approval of the updated Schedule of Resolutions, will allow Council to hold a record of the resolutions of parking restrictions and traffic control devices in the Lyttelton area and enable police and parking officers to issue enforceable infringement notices.
7. No consultation has been undertaken with local residents or businesses as these are all existing parking restrictions and traffic control devices.

#### **FINANCIAL IMPLICATIONS**

8. There is no cost for this proposal.

#### **Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?**

9. The installation of road markings and signs is within the LTCCP Streets and Transport Operational Budgets.

#### **LEGAL CONSIDERATIONS**

10. The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of parking restrictions and Traffic Control Devices for roads controlled by the Council.
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.

#### **Have you considered the legal implications of the issue under consideration?**

12. As above.

#### **ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS**

13. Aligns with the Streets and Transport activities by contributing to the Council's Community Outcomes-Safety and Community.

#### **Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?**

14. As above.

#### **ALIGNMENT WITH STRATEGIES**

15. The recommendations align with the Council Strategies including the Road Safety Strategy 2004 and the Safer Christchurch Strategy 2005.

#### **Do the recommendations align with the Council's Strategies?**

16. As above.

#### **CONSULTATION FULFILMENT**

17. No consultation has been undertaken with local residents or businesses as these are all existing parking restrictions and traffic control devices.

## **STAFF RECOMMENDATION**

It is recommended that the Lyttelton/Mt Herbert Community Board:

- (a) Revoke the following resolution made at its meeting held on 18 May 2010:

*The Board resolved to approve the Schedule of Resolutions for the Lyttelton Area Restrictions and Traffic Control Devices, as follows: (Schedule of Restrictions thereafter attached)*

- (b) Approve the Schedule of Resolutions for the Lyttelton Area Parking Restrictions and Traffic Control Devices.