

Innovation and Sustainable Development Committee AGENDA

Notice of Meeting:

An ordinary meeting of the Innovation and Sustainable Development Committee will be held on:

Date: Friday 15 September 2017
Time: 1pm
Venue: Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Councillor Vicki Buck
Deputy Chairperson	Councillor Tim Scandrett
Members	Councillor Mike Davidson
	Councillor Jamie Gough
	Councillor Glenn Livingstone
	Councillor Deon Swiggs
	Councillor Sara Templeton
	Deputy Mayor Andrew Turner

8 September 2017

Principal Advisor

Brendan Anstiss
General Manager Strategy &
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Tel: 941 8472

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INNOVATION AND SUSTAINABLE DEVELOPMENT COMMITTEE - TERMS OF REFERENCE

Chair	Councillor Buck
Membership	Councillor Scandrett (Deputy Chair), Deputy Mayor Turner, Councillor Davidson, Councillor Gough, Councillor Livingstone, Councillor Swiggs, Councillor Templeton
Quorum	Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.
Meeting Cycle	Monthly
Reports To	Council

Responsibilities

The focus of the Innovation and Sustainable Development Committee is driving the concept of innovation, as in the City vision of a “City of Opportunity, where anything is possible” and to do so in ways that may be experimental and different.

The Committee considers and reports to Council on issues and activities relating to:

- Strategies and priorities in relation to innovation and sustainable development.
- Climate change and sustainability initiatives such as electric vehicles, carbon reduction and waste minimisation.
- Economic development initiatives and strategies, including
 - Christchurch Narrative,
 - Antarctic Strategy,
 - Visitors Strategy,
 - Canterbury Economic Development Strategy,
 - Christchurch Economic Development Strategy,
- Relationships with economic development subsidiaries, such as Canterbury Development Corporation, the TEED entity
- Innovative or disruptive strategies and programmes, including Smart Cities programme of work
- Innovative approaches to the delivery of issues that often go across levels of government
- Allocation of funds related to the innovation and sustainability sector, including a new Innovation and Sustainability Fund.
- Council’s Brand and Communications strategies.

Delegations

The Committee delegates to the following forum the responsibility to consider and report back to the Committee:

- Development Forum - Innovative ways to support the development of the city and suburban centres

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 Innovation and Sustainable Development Committee meeting held on [Wednesday, 23 August 2017](#) be confirmed (refer page 5).

4. Deputations by Appointment

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

5. Presentation of Petitions

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

Innovation and Sustainable Development Committee OPEN MINUTES

Date: Wednesday 23 August 2017
Time: 1.03pm
Venue: Committee Room 1, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson	Councillor Vicki Buck
Deputy Chairperson	Councillor Tim Scandrett
Members	Councillor Mike Davidson
	Councillor Jamie Gough
	Councillor Glenn Livingstone
	Councillor Deon Swiggs
	Councillor Sara Templeton
	Deputy Mayor Andrew Turner

23 August 2017

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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

An apology from Councillor Gough for early departure was received.

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Committee Resolved ISDC/2017/00023

That the open and public excluded minutes of the Innovation and Sustainable Development Committee meeting held on Friday, 7 July 2017 be confirmed.

Councillor Buck/Councillor Scandrett

Carried

4. Deputations by Appointment

Part B

There were no deputations by appointment.

5. Presentation of Petitions

Part B

There was no presentation of petitions.

6. Presentation from Mike Sammons of Foodstuffs on their Waste Minimisation and Recycling Activities

Committee Comment

1. The Committee received a presentation from Mike Sammons, Sustainability Manager of Foodstuffs, on their Waste Minimisation and Recycling Activities.

7. Presentation from Countdown on their Waste Minimisation and Recycling Activities

Committee Comment

1. The Committee received a presentation from Kate Porter, National Communications and Public Affairs Manager of Countdown on their Waste Minimisation and Recycling Activities.

8. Presentation from Judi Sefton, Chief Executive of Eco Central

Committee Comment

1. The Committee received a presentation from Judi Sefton, Chief Executive Officer of Eco Central, on their work and opportunities in the waste minimisation area.

9. Presentation from Cecilia Clavijo regarding Small Supermarket Shopping Bags

Committee Comment

1. The Committee received a presentation from Cecilia Clavijo regarding Vita Bag, a reusable bag that can be used as an alternative to plastic bags.

Committee Decided ISDC/2017/00024

Part A

Arising from the presentations received around waste minimisation and recyclable products, the Innovation and Sustainable Development Committee recommends that the Council include provision for recyclable content in its environmental procurement policy when purchasing products.

Councillor Scandrett/Councillor Templeton

Carried

Councillor Gough left the meeting at 1.15pm and returned at 1.20pm.

10. Presentation from Ken Ching, Managing Director Action Bicycle Club Ltd.

Committee Comment

1. The Committee received a presentation from Ken Ching, Managing Director of the Action Bicycle Club Ltd, with the outcomes of their trial of an Electric Bike programme which was a project funded by the Christchurch City Council Innovative Transport fund in 2016.

11. Presentation from Phillip Duval Regarding Electric Bikes

Committee Comment

1. Phillip Duval did not present to this meeting.

Councillor Gough left for the remainder of the meeting at 3pm.
The meeting adjourned at 3.03pm and resumed at 3.15pm.

12. Innovation and Sustainability Fund Establishment

Committee Comment

1. The Committee considered the Innovation and Sustainability Fund Establishment Report.
2. Several of the resolutions were put separately for the Committee to vote on.

Staff Recommendations

That the Innovation and Sustainable Development Committee recommend that the Council:

1. Approve the creation of an Innovation and Sustainability Fund ("Fund") funded by:
 - a. \$400,000 from the Capital Endowment Fund as provided in the 2017/18 Annual Plan; and
 - b. \$100,000 is provided from Councillors Directors Fees to bring the fund to a total of \$500,000 in 2017/18;
 - c. \$500,000 per year to be included in the draft 2018-28 Long Term Plan; \$100,000 of which will be funded from Councillor Director Fees;
2. Request that \$100,000 of the Councillors Director Fees donation be provided to the Fund;
3. Delegate to:
 - a. the Head of Urban Design, Regeneration and Heritage, the delegated authority to approve Innovation and Sustainability Grant applications of up to and including \$15,000 in accordance with the Terms Of Reference for the Fund; and
 - b. the Innovation and Sustainable Development Committee, the delegated authority to approve Innovation and Sustainability Grant applications between \$15,001 and \$100,000, in accordance with the Terms Of Reference for the Fund; and
 - c. the Head of Urban Design, Regeneration and Heritage the delegated authority to determine and carry out the administration requirements for this Fund, and to enter into Funding Agreements with Grant recipients.
4. Approve the Fund's Terms of Reference (**Attachment A of the report**).
5. Approve that any unallocated funds remaining at financial year end (30 June annually) will be recognised as committed, but unallocated on the Balance Sheet and added to the total funding available for allocation.

Committee Decided ISDC/2017/00025

Part A

That the Innovation and Sustainable Development Committee recommend that the Council:

1. Approve the creation of an Innovation and Sustainability Fund ("Fund") funded by:
 - a. \$400,000 from the Capital Endowment Fund as provided in the 2017/18 Annual Plan; and

Councillor Swiggs/Councillor Davidson

Carried

Committee Decided ISDC/2017/00026

- b. \$100,000 is provided from Councillors Directors Fees to bring the fund to a total of \$500,000 in 2017/18;

- c. \$500,000 per year to be included in the draft 2018-28 Long Term Plan; \$100,000 of which will be funded from Councillor Director Fees;

Councillor Scandrett/Councillor Buck

Carried

Councillor Swiggs and Deputy Mayor Turner requested their votes against the resolution be recorded.
Committee Decided ISDC/2017/00027

2. Request that \$100,000 of the Councillors Director Fees donation be provided to the Fund;

Councillor Scandrett/Councillor Templeton

Carried

Councillor Swiggs and Deputy Mayor Turner requested their votes against the resolution be recorded.
Committee Decided ISDC/2017/00028

3. Delegate to:

- a. the Head of Urban Design, Regeneration and Heritage, the delegated authority to approve Innovation and Sustainability Grant applications of up to and including \$10,000 in accordance with the Terms Of Reference for the Fund; and
- b. the Innovation and Sustainable Development Committee, the delegated authority to approve Innovation and Sustainability Grant applications between \$10,001 and \$100,000, in accordance with the Terms Of Reference for the Fund; and
- c. the Head of Urban Design, Regeneration and Heritage the delegated authority to determine and carry out the administration requirements for this Fund, and to enter into Funding Agreements with Grant recipients.

4. Approve the Fund's Terms of Reference, as amended by these resolutions (**Attachment A of the report**).

Councillor Templeton/Councillor Davidson

Carried

Committee Decided ISDC/2017/00029

5. Approve that any unallocated funds remaining at financial year end (30 June annually) will be recognised as committed, but unallocated on the Balance Sheet and added to the total funding available for allocation.

Councillor Buck/Councillor Livingstone

Carried

Councillor Scandrett requested that his vote against the resolution be recorded.

14. Development Contributions - Small Residential Unit Rebate

Committee Decided ISDC/2017/00030

Part A (Staff Recommendation accepted without change)

That the Innovation and Sustainable Development Committee recommend that the Council:

1. Agree to the small residential unit development contributions rebate being extended to 31 December 2018 or until the fund is fully allocated, as detailed in the Small Residential Unit Rebate Scheme Criteria (Attachment A of the report).

Councillor Templeton/Councillor Davidson

Carried

15. Development Contributions Policy Review 2017

Committee Decided ISDC/2017/00031

Part A (Staff Recommendation accepted without change)

That the Innovation and Sustainable Development Committee recommend that the Council:

1. Receive this status report.
2. Agree that the review of the Council's Development Contributions Policy be completed in 2018.

Councillor Davidson/Deputy Mayor

Carried

13. Master plan capital projects priorities

Staff Recommendations

That the Innovation and Sustainable Development Committee recommend that the Council:

1. Receive the information;
2. Note that Council resolution CNC/2017/00086 applies to the matter of funding sought by Development Christchurch Limited for public realm projects in the New Brighton Centre Master Plan and, for that reason, this report excludes funding of New Brighton projects;
3. Confirm that \$30.8 million will be included for consideration in the Draft 2018-2028 LTP for the very high and high priority master plan capital projects; and
4. Consider allocating an additional \$16.4 million in the Draft 2018-2028 Long Term Plan for the lower priority master plan capital projects, but defer delivery of these projects until later years of the Long Term Plan.

Committee Decided ISDC/2017/00032

Part A

That the Innovation and Sustainable Development Committee recommend that the Council:

1. Receive the information;
2. Note that Council resolution CNC/2017/00086 applies to the matter of funding sought by Development Christchurch Limited for public realm projects in the New Brighton Centre Master Plan and, for that reason, this report excludes funding of New Brighton projects;
3. Confirm that \$30.8 million will be included for consideration in the Draft 2018-2028 LTP for the very high and high priority master plan capital projects; and
4. Not allocate an additional \$16.4 million in the Draft 2018-2028 Long Term Plan for the lower priority master plan capital projects.
5. Include funding of approximately \$709,000 for the following projects classed as Lower Priority Projects:
 - a. N1 Colombo Street Public Spaces (\$200k)
 - b. NE2 Scott Park Enhancements (\$159k)
 - c. CCH2 Te Aja O Hineraki/Moa Bone Point Cave (\$100k)
 - d. FM5 Ferrymead Towpath Connection (\$150k)
 - e. C5 Local Landscape and Heritage Interpretations (\$100k)
6. The remaining Lower Priority Projects are to remain but prioritised below those listed above.

Councillor Scandrett/Deputy Mayor

Carried

Meeting concluded at 4.21pm.

CONFIRMED THIS 15TH DAY OF SEPTEMBER 2017

COUNCILLOR VICKI BUCK
CHAIRPERSON

Item 3 - Minutes of Previous Meeting 23/08/2017

6. Presentation by Earth to Earth Young Enterprise Scheme

Reference: 17/882451

Contact: Chris Turner-
Bullock christopher.turner@ccc.govt.nz 941 8233

Bailey Judd, Communications Manager of Earth to Earth Young Enterprise Scheme, will present to the Committee regarding their idea for a biodegradable nursery plant pot.

Report from Development Forum – 17 August 2017

7. Short-stay parking private sector opportunities

Reference: 17/898942

Contact: Aaron Haymes aaron.haymes@ccc.govt.nz 941 8999

Item 7

1. Development Forum Recommendation to Innovation and Sustainable Development Committee

Part A

That the Innovation and Sustainable Development Committee recommends that the Council:

1. Accept the recommendation under option 1 for implementation of a partnered assistance process.
2. Request Council staff to discuss with owners and operators of temporary off-street car parking sites:
 - a. Methods for providing a better standard of amenity
 - b. Opportunities for making long-stay parking available for short-term stays after hours/on weekends.
2. Fund all Council staff costs associated with providing stage one and two of the partnered service.

Attachments

No.	Report Title	Page
1	Short-stay parking private sector opportunities	16

Short-stay parking private sector opportunities

Reference: 17/847149

Contact: Aaron Haymes Aaron.haymes@ccc.govt.nz

9418075

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Development Forum to consider options for the Christchurch City Council to partner with the private sector to facilitate development of short stay parking facilities.

Origin of Report

- 1.2 This report is being provided to fulfil Development Forum DLPF/2017/00011.

2. Significance

- 2.1 The decision(s) in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by assessing impacts against significance and engagement assessment criteria.

3. Staff Recommendations

That the Development Forum recommends that the Council:

1. Accept the recommendation under option 1 for implementation of a partnered assistance process.
2. Consider funding all Council staff costs associated with providing stage one and two of the partnered service.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2015 - 2025\)](#).
- 4.2 The following feasible options have been considered:
 - Option 1 – Partnered Assistance (preferred option)
 - Option 2 – Working Group and Request for Proposal
 - Option 3 – Do nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Suits any type of project from a small number of car parks at ground level up to a large scale multi-level parking facility.
 - Is flexible and provides options for the developer, including early decision making on commercial viability without substantial cost commitment.

- Will ensure that costs for the developer are controlled and money is only spent on elements that are absolutely necessary.
- Provides a complete service from initial ideas through to and including operational support.
- Is relatively low cost to the Council for the likelihood that provision of short-stay parking provision in the city is well supplied.
- Fast to implement and likely to result in quick-win solutions.
- Leaves open the ability to implement option 2 at a later stage to address overall strategic parking needs.

4.3.2 The disadvantages of this option include:

- The possibility that multiple developers approach the Council with an intention to provide parking facilities in the same demand location and a potential oversupply.
- Not highly strategic however the initial consultation stage, working with city Transport Planners could be used to manage this aspect.

5. Context/Background

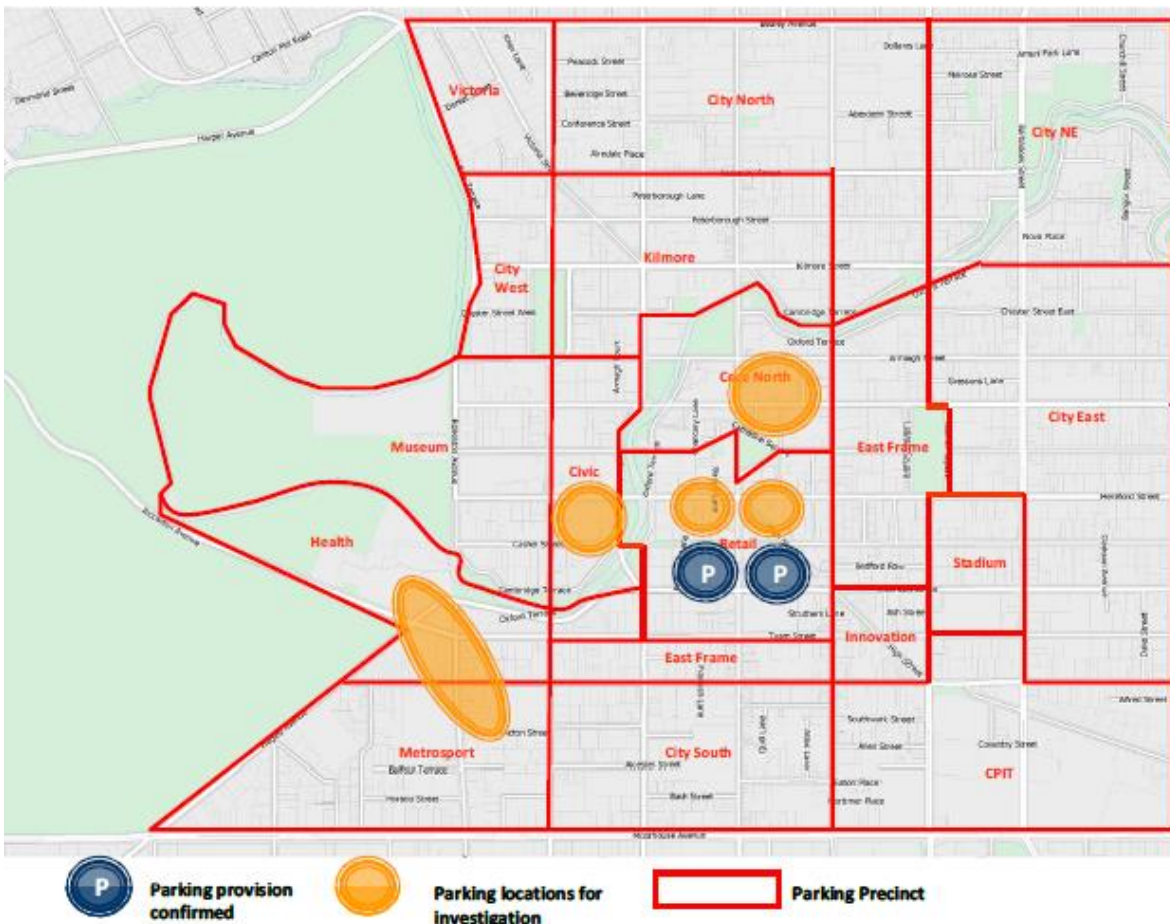
Current needs

- 5.1 Central Christchurch is in a transitional phase for parking demand where the demand profile is changing at a rate that is unprecedented in the history of the city.
- 5.2 The Christchurch Central Recovery Plan includes longer term goals for a liveable city that will require changes in the way we use transport in Christchurch. The change is occurring already but the time needed for larger numbers of our citizens to adapt to this change requires transitional thinking so we can accommodate our current culture, which relies heavily on an ability to travel to the central city by car.
- 5.3 Factors that influence needs and the short-stay parking demand profile include:
 - 5.3.1 New development scale, use, associated occupancy and potential to generate visitor trips is only moderately predictable.
 - 5.3.2 The demand on public parking generated by developments that do not provide on-site parking to match the demand caused by the activity.
 - 5.3.3 Delivery of central city projects in locations that seek to enhance public realm and include some short stay parking removal.
 - 5.3.4 The high numbers of existing car parks that are providing long-stay parking in favour of commuter demand over short-stay casual and retail parking.
 - 5.3.5 Commuter rate of uptake of transport choices, such as public transport, cycling, walking.
 - 5.3.6 The rate that occupants of the central city are returning to work, live and do business.
 - 5.3.7 Demand locations.
 - 5.3.8 The location of current parking facilities.
 - 5.3.9 The rate that existing vacant sites providing temporary short-stay parking are used for construction.

- 5.3.10 Parking occupied by construction workers (estimated at about 800) and where temporary traffic management is in place during construction.

Parking demand

- 5.4 Evidence that informs parking demand is obtained from the following resources:
- 5.4.1 The Christchurch Central Parking Plan includes information that helps predict future demand in the city. The plan was produced in 2015 so requires that consideration is given to changes in the demand profile since its release, such as recent parking assets coming online on the city. The plan includes suggestions for specific locations where short stay parking facilities may be required.
 - 5.4.2 The Council manages a parking dashboard that ensures that the changing profile of parking in the city is well understood. The dashboard enables activity monitoring that can inform planning decisions.
 - 5.4.3 Quarterly parking surveys are conducted by Council staff to monitor car park numbers and occupancy. The data collected during these surveys also contributes to the parking dashboard's reliability.
- 5.5 Current short-stay demand varies across the central city. Occupancy surveys indicate that areas of the city that experienced high demand and shortfalls earlier this year around the Retail Precinct are now well served. With the addition of 805 spaces at Lichfield Street in October, short stay capacity is expected to remain above demand in the Retail Precinct for the foreseeable future. Some hot-spots remain where demand is still high but the additional numbers of car parks required to meet that demand in the short term is not significant, with the exception of the public hospital area.
- 5.6 Future demand is likely to be reasonably high to the north of the central city with demand generators in the Performing Arts Precinct, The Convention Centre and the Central Library.
- 5.7 It is true that some areas of the central city are experiencing short-stay demand that exceeds supply but in some locations members of the public are unaware that new parking facilities exist. In locations where this is occurring it is important that this is understood by those who intend to provide parking facilities.



E.3: Priority locations for short stay parking supply.

The diagram above is from the Christchurch Central Parking Plan, produced in 2015.

City street projects

- 5.8 The Christchurch Central Recovery Plan intends that a number of on-street car parks are removed within the central city to achieve an enhanced public realm, through wider footpaths, tree plantings and cycle facilities. The intention is that where on-street parking is removed it is replaced with off-street parking within a convenient distance, resulting in no net loss of parking to achieve an objective of keeping supply at or above demand. The intention is that provision of off-street parking is a shared responsibility between the private sector and public organisations such as the Council.
- 5.9 The transition described above requires careful management and to date we have experienced the results when alternatives were not in place ahead of the removal of on-street parking as a result of the delivery of public projects. These lessons learned provide opportunities for the private sector to work with the Council to identify situations where on-street parking will be removed for public projects and ensure that sensible and convenient alternatives are in place prior to commencement of a project. Possibilities include short term temporary facilities that could be in place until such time that a development and demand profile stabilises, transport culture adapts and alternative permanent public or private facilities are in place.

Regulatory and city impacts

- 5.10 In addition to commercial viability and the need to provide facilities in locations where they are most needed the following considerations apply to the establishment of new parking facilities within the central city:
- 5.10.1 Transport network impacts in any particular location are a key consideration. Generation of additional vehicle movements in certain locations can seriously impact traffic flows. In most cases this can be managed and to avoid critical impacts a Traffic Engineer would need to assess the effects of the proposal.
 - 5.10.2 Success of the new city network relies upon encouraging vehicle movements within road corridors that have been assigned to each transport mode through a transport network hierarchy. The city will soon include wayfinding devices that encourage movement of cars in corridors prioritised for car travel. The features in a car priority corridor, including signal control ensure that people travelling by car have the best experience possible.
 - 5.10.3 A number of temporary use approvals were issued under the Canterbury Earthquake Recovery Act. Existing approvals were extended but no new approvals can be issued under this legislation. That means that resource consent is required for all new sites or anyone wishing to extend their temporary use approval in the future. At the time that temporary use approvals were allowed there was significant relaxation of the rules for establishing temporary parking on empty allotments. Now that we are transitioning back to a fully functioning central city the impacts on growing numbers of occupants and the environment need to be considered.
 - 5.10.4 An Environment Canterbury discharge consent for stormwater disposal will be required for most sites and may require pre-treatment prior to discharge.
 - 5.10.5 A building consent or exemption from consent will be required for drainage work.
 - 5.10.6 A vehicle entrance approval is required for new vehicle entrances.
 - 5.10.7 Consideration should also be given to security and public safety, by taking into account pedestrian access to vehicles, lighting, location and visibility from adjoining occupied spaces and buildings.

6. Option 1 – Partnered Assistance (preferred)

Option Description

- 6.1 A three stage service provided by the Council where a developer approaches the Council initially to make their interests known and Council staff engage and assist with each aspect required to establish a parking facility.
- 6.2 The first stage delivers a consultation service where Council Transport Planning staff will work closely with the developer to provide information that helps inform the viability of a particular proposal. In this stage Council staff will discuss parking dashboard information, current and expected future demand in any location and likely network implications. Staff will ensure that a developer is well informed before progressing to the next stage. At this time the developer need not have incurred costs preparing detailed information or producing any plans but needs to have some ideas to start a conversation.
- 6.3 The second stage delivers a case managed service to the developer and their professional team through the Councils established Partnership Approvals programme. The programme assists

with identifying all required approvals, providing advice and working through regulatory requirements. The service includes advice to the developers' team regarding the level and contents of documentation required to achieve approval quickly and efficiently. The level of cost investment in planning for a developer starts off as minimal (some basic plans to start off with) and increases throughout this stage. This process ideally starts with a site that has already been identified and concludes when a site is operational.

- 6.4 The majority of privately owned parking is now managed by private service providers in Christchurch. The third stage of this process deals with operational support where Council staff can provide advice that will assist with managing a parking operation. In addition to the option of private service providers the Council Parking Operations team can provide a price or negotiate an arrangement for managing parking sites if owners so desire. Developers can choose to continue into this stage with Council staff support or manage operations independently.

Significance

- 6.5 The level of significance of this option is consistent with section 2 of this report.
- 6.6 Engagement requirements for this level of significance are to inform.

Impact on Mana Whenua

- 6.7 This option 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 not specifically impact Ngāi Tahu, their culture and traditions.

Alignment with Council Plans and Policies

- 6.8 This option is consistent with the Council's Plans and Policies

Financial Implications

- 6.9 Cost of implementation of the service – Costs for initial implementation are minimal and fit within existing budgets. A minimal level of internal collaboration between teams to agree process would be required and also to document the process at a very basic level to share with potential developers.
- 6.10 Ongoing Costs – Stage one work, consultation would mostly fit within existing budgets under the provision of public advice. Stage two, case managed service is currently a service that is paid for by external customers. The likely cost per project has not been calculated but could be between \$1k to 5k, depending upon the complexity and scale of the project. An option exists to consider the Council covering staff costs to deliver the Partnership Approvals service. This could apply once a developer is committed to going ahead with their project, where parking is only available to the general public for short-stay use and will not be leased as reserved or long-stay parking.
- 6.11 Ongoing costs - Stage three costs would need to be determined on a case by case basis and have ongoing implications for the Council. Any service provided during stage three would be on a cost recoverable basis.
- 6.12 Funding source – Costs for supporting establishment of the service and supporting developers in any partnership agreement have not currently been allowed for specifically in any budgets.

Legal Implications

- 6.13 It is recommended that the Council's legal team provide advice following any decision to advance this option. In particular any contractual arrangements that may need to be put in place to facilitate the service.

Risks and Mitigations

- 6.14 A full risk assessment has not been carried out at this stage but there are currently no obvious risks or potential impacts that could not be managed.

Implementation

- 6.15 Implementation dependencies - Wider Council teams' and managers' participation, and active participation by the development community.
- 6.16 Implementation timeframe – Implementation would be managed by the Council's Christchurch Central Transport Programme Office staff and registrations of interest could be received immediately. Two weeks required for internal collaboration to agree / learn process and arrange for relevant staff availability, ready to hold first stage meetings with the development community.

Option Summary - Advantages and Disadvantages

- 6.17 The advantages of this option include:

- Suits any type of project from a small number of car parks at ground level up to a large scale multi-level parking facility.
- Is flexible and provides options for the developer, including early decision making on commercial viability without substantial cost commitment.
- Will support cost control for developers.
- High quality staff advice will reduce unnecessary expenditure.
- Provides a complete service from initial ideas through to and including operational support.
- Is relatively low cost to the Council for the likelihood that provision of short-stay parking provision in the city is well supplied.
- Fast to implement and likely to result in quick-win solutions.

- 6.18 The disadvantages of this option include:

- The possibility that multiple developers approach the Council with an intention to provide parking facilities in the same demand location and a potential oversupply.
- Not highly strategic however the initial consultation stage, working with city Transport Planners could be used to manage this aspect.

7. Option 2 – Working Group and Request for Proposal (RFP)

Option Description

- 7.1 This option includes the establishment of an internal Council working group to study the current short term demand and produce a report with detailed information about the parking demand profile and future needs of the city. The group could also investigate possibilities for public / private cost sharing arrangements for permanent key strategic facilities.
- 7.2 The report could include a range of options that meet the strategic objectives of the central city long term and identify key locations and estimated numbers of car parks required in each location.
- 7.3 The Council would use the report to produce a RFP document with a scope and release it to the private sector inviting proposals for parking facilities. Proposals would be submitted to the Council by the private sector.
- 7.4 Using a selection process the Council would review each RFP and consider progressing those that most adequately meet the needs of the city.

Significance

- 7.5 The level of significance of this option is consistent with section 2 of this report.
- 7.6 Engagement requirements for this level of significance are inform.

Impact on Mana Whenua

- 7.7 This option 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 not specifically impact Ngāi Tahu, their culture and traditions.

Alignment with Council Plans and Policies

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

Financial Implications

- 7.9 Cost of Implementation – Would require additional budget allocation.
- 7.10 Maintenance / Ongoing Costs – Staff costs progressing proposals but no ongoing costs once parking facilities are established.
- 7.11 Funding source – Additional budget required. Cost not likely to be significant. Additional information to ascertain costs can be provided following a decision to progress this option.

Legal Implications

- 7.12 It is recommended that the Council's legal team provide advice following any decision to advance this option.

Risks and Mitigations

- 7.13 A full risk assessment has not been carried out at this stage but there are currently no obvious risks or potential impacts that could not be managed.

Implementation

- 7.14 Implementation dependencies - Internal collaboration amongst multiple staff and teams. Sufficient interest in the development community.
- 7.15 Implementation timeframe – Estimated at three months to investigate and produce a report and RFP released at around four months.

Option Summary - Advantages and Disadvantages

- 7.16 The advantages of this option include:
- Reduce the likelihood of an oversupply short stay parking.
 - Greater accuracy meeting strategic needs and possibly resulting in the best proposals going ahead rather than anything and everything.
- 7.17 The disadvantages of this option include:
- More suitable for achieving the objectives of an overall parking strategy catering for more than short-stay parking.
 - Slow to implement and less likely to result in quick-wins.
 - To some extent replicates detail in the Christchurch Central Parking plan but does bring a higher degree of accuracy and current day relevance.

8. Option 3 – Do Nothing

Option Description

- 8.1 That the current short stay parking situation is allowed to evolve without intervention.

Significance

- 8.2 The level of significance of this option is consistent with section 2 of this report.
- 8.3 Engagement requirements for this level of significance are nil.

Impact on Mana Whenua

- 8.4 This option 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 not specifically impact Ngāi Tahu, their culture and traditions.

Alignment with Council Plans and Policies

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

Financial Implications

- 8.6 Cost of Implementation – Nil.
- 8.7 Maintenance / Ongoing Costs – Likely to result in longer term costs to the Council for establishing short stay parking facilities in some locations.

Legal Implications

- 8.8 Legal implications remain current state.

Risks and Mitigations

- 8.9 Risk implication remain current state.

Option Summary - Advantages and Disadvantages

- 8.10 The advantages of this option include:
- No short term costs
- 8.11 The disadvantages of this option include:
- Short-stay parking demand management impacted by doing nothing.
 - Lost opportunity to leverage current interest in private sector.

Attachments

There are no attachments to this report.

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

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Approved By	Chris Gregory - Head of Transport David Adamson - General Manager City Services

8. Staff Briefing - Enviro Mark, Carbon Neutrality and Climate Change

Reference: 17/829332

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Attachments

There are no attachments to this report.