

Hearings Panel

Draft Central City Parking Policy

AGENDA

Notice of Meeting:

A Hearings Panel meeting will be held on:

Date: Monday 29 March 2021
Time: 9.30am
Venue: Draft Christchurch Central City Parking Policy
Committee Room 1, Level 2, Civic Offices, 53 Hereford
Street, Christchurch

Panel

Members

Councillor Anne Galloway
Councillor Aaron Keown
Councillor Mike Davidson
Councillor Yani Johanson

29 March 2021

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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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Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāuiki

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

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

Actively collaborating and
co-operating with other
local, regional
and national
organisations

Ensuring
the diversity
and interests of
our communities
across the city and the
district are reflected in
decision-making

Community Outcomes

Resilient communities

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)

Liveable city

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

Healthy environment

Healthy water bodies
High quality drinking water
Unique landscapes and
indigenous biodiversity are
valued and stewardship
exercised
Sustainable use of resources
and minimising waste

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

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

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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1. Apologies / Ngā Whakapāha

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

2. Election of a Chairperson / Te Whakatū Poumua

At the start of the meeting a Chairperson will be elected.

3. 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.

4. Draft Central City Parking Policy Hearings Panel report

Reference / Te Tohutoro: 21/183483

Report of / Te Pou	Lorraine Johns, Senior Policy Advisor, lorraine.johns@ccc.govt.nz
Matua:	Darren Fidler, Principal Advisor, darren.fidler@ccc.govt.nz
General Manager / Pouwhakarae:	Carolyn Gallagher, Acting General Manager Infrastructure, Planning and Regulatory Services, carolyn.gallagher@ccc.govt.nz

1. Purpose of the report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to support the Hearings Panel to consider written and oral public submissions on the draft Central City Parking Policy (the “draft Policy”), and to subsequently report to the Council with recommendations on the final form of the Policy for adoption.
- 1.2 The decisions in this report are of high significance in relation to the Council’s Significance and Engagement Policy. The level of significance was determined by the nature and extent of the impact on individuals, and the potential for high public interest.

2. Proposed Officer Recommendations / Ngā Tūtohu

- 2.1 That the Hearings Panel:
 - 2.1.1 Considers the written submissions on the consultation process, which are attached to this report (Attachment A);
 - 2.1.2 Receives the staff summary and analysis of written submissions, including staff recommendations for change (Attachment B);
 - 2.1.3 Notes the draft Central City Parking Policy is attached to this report (Attachment C);
 - 2.1.4 Notes that staff have annotated this draft Policy to reflect proposed staff recommendations for the Panel to consider;
 - 2.1.5 Reports to the Council, following the hearings process, with recommendations on the final proposed form of the Policy for adoption.

3. Background / Te Horopaki

- 3.1 On 25 February 2020 staff briefed Urban Development and Transport Committee on the proposed development of the draft Policy and associated policy development process. Staff subsequently prepared a draft Policy for public consultation following targeted engagement. On 9 December 2020, Urban Development and Transport Committee approved the draft Policy for public consultation, including hearings, in early 2021.
- 3.2 The Central City Parking Policy will replace the Central City Parking Plan 2015.
- 3.3 The new policy provides an opportunity to:
 - Ensure parking policy reflects the Council’s Community Outcomes.
 - provide a framework for better parking management
 - address a number of issues on which the existing plan does not provide sufficient guidance, and
 - improve alignment with the Suburban Parking Policy 2019, where appropriate.

- 3.4 The draft Central City Parking Policy outlines goals and a series of parking policies. The scope covers on-street parking, Council-owned off street parking, and temporary off-street surface parking lots.
- 3.5 Waka Kotahi NZ Transport Agency (Waka Kotahi) is currently developing National Parking Management Guidance. The draft Parking Policy generally aligns with the draft guidance released in December 2020.

4. Community Views and Preferences / Ngā mariu ā-Hāpori

Public Consultation / Te Tukanga Kōrerorero

- 4.1 To inform the development of the draft Policy, staff undertook targeted engagement with business, community, and residential interest and advocacy groups and representatives, to better understand their perspectives and the issues they were experiencing. A summary of feedback has been published on the Council's website.
- 4.2 Public consultation on the draft Policy ran from 26 January to 22 February 2021. The draft Policy and a booklet of additional information were made available online and in print at Council libraries and service centres (see Attachment D for a copy of the additional information booklet)
- 4.3 An email letting people know about the start of the consultation was sent to a database of more than 600 stakeholders, local businesses, community groups and networks.
- 4.4 We delivered a flyer promoting the consultation to around 11,000 residential properties and businesses within the four avenues, and put up posters in some car parking buildings and the bus exchange. Libraries and service centres with electronic signage also advertised the consultation.
- 4.5 Newsline stories on the draft Policy ran on 4 December 2020, alerting people to the draft Policy going to the Urban Development and Transport Committee, and on 26 January 2021 when consultation started (see attachment E).
- 4.6 We also used social media to promote the consultation (see attachment E):
 - 26 January 2021: Newsline story shared (10,500 people reached, 155 engagements)
 - 9 February 2021: Drop-in session reminder (11,800 people reached, 89 engagements)
 - 20 Feb 2021: Reminder that feedback closes soon (24,800 reached, 338 engagements)
- 4.7 Given the significance of this consultation, and the likely interest from residents across the city, an advertisement promoting the consultation ran in The Press on Friday 5 February 2020 (see attachment F).
- 4.8 A public drop-in session, attended by nine people, was held on Wednesday 10 February at the Function Room and Te Hononga. A further public drop-in session was scheduled for Wednesday 17 February but had to be cancelled due to the South Island entering into Level 2. We were unable to reschedule the drop-in prior to the close of submissions on 23 February 2021.
- 4.9 We had also planned to attend a central city residents' forum scheduled for 18 February but that was also postponed and is now rescheduled outside of our consultation period.

Summary of Submissions / Ngā Tāpaetanga

- 4.10 A summary of submissions and staff comments is provided as attachment B, alongside staff recommendations for changes as a consequence of submissions.

5. Details / Te Whakamahuki

Decision Making Authority / Te Mana Whakatau

- 5.1 On 9 December 2020 Urban Development and Transport Committee agreed that a Hearings Panel be convened at the completion of the consultation period to receive and hear submissions on the Draft Central City Parking Policy, deliberate on those submissions, and to report back recommendations to the Council.

Legal Implications / Ngā Hīraunga ā-Ture

- 5.2 Council has responsibility for local roads under the Local Government Act 1974. The Local Government Act 2002 governs decision-making processes, including consulting on and adopting this policy.
- 5.3 The policy is not a regulatory tool. The Council's Traffic and Parking Bylaw 2017 provides the powers under which the Council acts to regulate and control parking, including making resolutions to provide for residents parking areas.

Risks / Ngā Tūraru

- 5.4 Not applicable.

Next Steps / Ngā Mahinga ā-muri

- 5.5 The Hearings Panel will receive the information in this report, including attachments and the written submissions, and hear the views and concerns of the community members who wish to speak to their written submissions.
- 5.6 The Hearings Panel will then report back to the Council with recommendations.
- 5.7 If approved by the Council, the Central City Parking Policy will enter into force immediately.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Attachment A - Summary of Submissions for Central City Parking Policy	9
B ↓	Attachment B - Summary of submissions on draft Central City Parking Policy and staff comments and recommendations	69
C ↓	Attachment C - Draft Central City Parking Policy with proposed amendments for consideration	102
D ↓	Attachment D - Additional information to support the Christchurch Central City Draft Parking Policy	123
E ↓	Attachment E - Newline articles and Facebook posts	135
F ↓	Attachment F - Press advertisement	138

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

Authors	Lorraine Johns - Senior Policy Analyst Darren Fidler - Principal Advisor Strategic Transport
Approved By	Rae-Anne Kurucz - Team Leader Transport David Griffiths - Head of Planning & Strategic Transport Carolyn Gallagher - Acting General Manager Infrastructure Planning & Regulatory Services

SUBMISSIONS ON CENTRAL CITY PARKING POLICY

Consultation open 26 January – 22 February 2021

Sub. No.	Comments on the goals we've identified	Comments on the policies - Please be as specific as possible to help us understand your views	Any other comments	Name	Name of organisation
37889	<p>Promote 85% occupancy of parking spaces in the central city at peak times - We agree with this goal. We would like to see a mixture of both casual and permanent parking to maximize the parking building.</p> <p>Support a vibrant, people-friendly, central city - Agree 100%</p> <p>Improve our parking data and information - Agree</p>	<p>Policy 1,Policy 4,Policy 10 Apply parking management criteria in areas of high demand - Agree parking spaces need to be monitored more frequently to stop workers filling spaces all day at the cost of casual parkers/shoppers.</p> <p>Support parking for sustainable alternatives to petrol or diesel vehicles, to encourage greater use of these modes</p> <p>Review the role of temporary off-street surface parking lots - There are currently 140 parking spaces on shingle pits (In reference to plan attached) directly next to and across the road from the Hereford St carpark building of which we invested 34 million in. There are a further 30 within 20 mins. All these spaces are a very substandard quality of which is a bad look for the central city. This has a created an absence to the desire to redevelop while gaining a reasonable income in return.</p>	<p>Plan attached, with reference to the spaces both around the Hereford St carpark as well as another plan showing gravel pits within 200 meters of all the parking buildings in the City.</p> <p>SEE ATTACHMENT</p>	Tim Glasson	152 Hereford Ltd
37991	SEE ATTACHMENT			Shaun Stockman. Managing Director	Stockman Group Limited
37582	<p>Policy seems intent on making access to the CBD and parking in the CBD less attractive. Parking policy was adopted costing millions of dollars in 2015 with a compressive long term strategy.</p> <p>How and why is it considered to be a responsible use of rate payers money to undertake a new carparking policy at obviously a huge cost to ratepayers to push effectively an anti car ideology.</p> <p>The draft policy and information provided by the CCC was and is incorrect or highly misleading.</p> <p>The policy is effectively a waste of ratepayers money and everyone's time.</p> <p>Nothing should be done as a relatively recent, more comprehensive and accurate policy is already in place.</p>	<p>Policy 1,Policy 2,Policy 3,Policy 4,Policy 5,Policy 6,Policy 7,Policy 8,Policy 9,Policy 10,Policy 11</p> <p>New policy is not needed, the process for developing this process was flawed, incorrect misleading information has been included in the document.</p>	Total and utter waste of rate payers money.	Richard Peebles, CEO	Peebles Group

37974	SEE ATTACHMENT	Patrick Fontein	Studio D4 Limited
37753	<p>1 This is a submission on the Draft Christchurch Central City Parking Policy (the Draft Policy).</p> <p>2 Carter Group has interests in a number of car parking lots and buildings throughout Central Christchurch and is interested in all policies made by the Council in relation to central city car parking.</p> <p>3 Carter Group is generally neutral on the Draft Policy, however, is particularly concerned about the accuracy of the information which Council is relying on to support the Draft Policy. Carter Group is of the view that Council's data is flawed and not representative of what is actually occurring on the ground in Central Christchurch.</p> <p>4 Carter Group does, however, support a review of the role of temporary off-street surface parking lots (as provided for by Policy 11 of the Draft Policy). Better guidance and consenting frameworks are required for surface parking lots to enable development to occur with certainty. Carter Group intends to actively participate in the public consultation process for any such review.</p> <p>5 Carter Group would be more than willing to enter into discussions with Council regarding the Draft Policy or any proposed review of parking rules under the District Plan. Carter Group sees a benefit in these discussions occurring at the earliest opportunity.</p> <p>6 Carter Group wishes to be heard in support of its submission.</p> <p>Signed for and on behalf of Carter Group Limited by its solicitors and authorised agents Chapman Tripp</p>	Lucy Forrester, Solicitor	Carter Group Limited
37636	<p>The Waipapa/Papanui-Innes Community Board welcomes the opportunity to submit on the Draft Central City Parking Policy.</p> <p>The Board supports the Policy as a whole.</p> <p>The Board particularly supports the proposal to support parking for sustainable alternatives to petrol or diesel vehicles, to encourage greater use of sustainable modes.</p> <p>The Board also wants to specifically support the proposed review of the role of temporary off-street surface parking lots.</p> <p>The Board's only minor concern is that policy 5 (residents' exemption parking areas) and policy 6 (resident-only parking areas) are easily misinterpreted as being contradictory. The Board recommends amending the wording to clarify the difference between a residents' exemption parking area, and a resident-only parking area.</p>	Emma Norrish, Chairperson	Waipapa/Papanui- Innes Community Board

37952	<p>Distinction Christchurch Limited ("Distinction") generally supports the goal to "Support a vibrant, people-friendly, central city". Provision of high quality visitor accommodation within the central city is important to the role and vibrancy of the central city, and to supporting hospitality and retail businesses and visitor attractions within the central city. The description of the goal refers to the tension between providing parking to enable vehicle access and having sufficient development and amenity to make the central city a place people want to live work and visit, however provision of appropriate parking and access for visitor accommodation is necessary support a positive guest/visitor experience. The parking policy should recognise the important contribution visitor accommodation makes to the vibrancy of the city, and provide for the specific parking needs of visitor accommodation.</p> <p>Policy 1 provides a general prioritisation of on-street space, dependant on the District Plan Zoning Area classifications. Movement and amenity is the second priority for all areas, but this appears to relate to "movement" on the network and it is not clear how this priority affects provision of parking.</p> <p>Policy 2 provides considerations to guide a departure from prioritisation under Policy 1. Visitor accommodation has specific operational parking needs, including valet parking, taxi and coach pick up and drop off, loading areas to support hotel services, and overnight and short stay parking for guests. Given the size of some hotel operations, access and parking requirements can be significant. Hotels are also located in busy and high amenity locations, where there are competing demands for use of the road corridor. Hotels have a need for proximate parking, to deliver a positive experience to guests who are not familiar with the area and who arrive with luggage. Where there is limited space available, it is important to ensure that adequate provision is made for visitor accommodation needs, in order to support the continued location of these activities within the central city. Distinction seeks that these considerations are reflected in Policy 2.</p> <p>Distinction supports considerations in Policy 2 which would acknowledge the value of space used by hotel operations in efficiently supporting a high turnover of users, and by enabling use of shared use of the space. In this regard, Distinction considers that the "Sharing of space" consideration should be broadened beyond "shared parking" to enable, where necessary, a shared and flexible use of space within the road corridor for parking/access while maintaining safety and amenity for other users.</p> <p>In addition to the specific comments above, Distinction seeks any further changes to the parking policy which would better recognise the important contribution visitor accommodation makes to the vibrancy of the city, and ensure that the specific parking needs of visitor accommodation are provided for.</p>		Sarah Eveleigh, Solicitor / Agent	Distinction Christchurch Limited
37846	<p>There is a serious issue with monitoring the parking. In the Performing arts precinct near New Regent st the monitoring is so sporadic that staff of businesses park all day without fines. In the good site (corner of Manchester and Gloucester) staff from the Retail Precinct park all day many without paying. How do i know this? I did it too to see if it was really true. if there is a serious goal to maximise car and people numbers then it is vital to have monitored short term parking to encourage customers</p>	<p>It is imperative council manage the parking with enough wardens. Its impossible for quick customers to find a park because they are taken for hours by staff. policy 4</p> <p>Policy 11 New Regent Street dependent on on street car parking and vacant lot car parking esp as we are especially vulnerable and isolated from the rest of the city with the huge hoarding on Cathedral square. We support keeping these areas until such a time as buildings are put on them but would like to see them clean and tidy and safe to walk on. Business owners in this general area have sacrificed a lot to be in the CBD many putting their houses up as collateral in an unfinished city. If the decision is already made to remove these places to park please think again and push this decision making out a few years in order to allow the smaller neighbourhoods to survive and then thrive and for larger areas like the Retail Precinct to thrive</p>	Rowena Watson, Vice Chair	New Regent Street Business Association
37861	<p>At Generation Zero we support the goals identified in the draft parking strategy, particularly the emphasis placed on emissions reductions under goal 2. However, we believe goal 1 should be amended to reflect the potential of new technology and support a more efficient parking system. We recommend that the text following “the central city” is deleted, so that this goal is simply to promote 85% occupancy of parking spaces in the central city. This would support the efficient use of parking space by encouraging the development of time-varying restrictions which enable high parking occupancy at all times. While effective space-utilization is most important during peak times, increased data-gathering (as is supported by goal 5) should enable the development of flexible parking regimes that support occupancy goals at all times. We see no need to limit the ambition of the parking strategy in this area.</p> <p>We fully support goal 2. Climate change is the largest challenge facing our city today, and our parking strategy should reflect the Christchurch City Council's declaration of a climate emergency and New Zealand's zero-carbon by 2050 target. All aspects of the council's transport strategy should promote a low-carbon transport network, so we were heartened to see the emphasis placed on emissions reductions in these draft policies.</p> <p>We also support goals 3-5. Any policies adopted by the city council should create a people-friendly environment to live and work, and we believe that increasing efficient off-street parking while reducing on-street parking will increase both amenity and the efficiency of our parking system. To fully implement goals 1-4, increased data collection will be key. With greater information on usage patterns and user types it will be possible to provide parking that more efficiently provides for the needs of all users. We support investment in technological solutions that enable the council to ‘do more with less’.</p> <p>Policy 4, Policy 10 We support the general structure of the prioritisation framework outlined in policy 1. However, we have some specific concerns with the policy's alignment with policy 4 and the lack of specific language to acknowledge the needs of some road users. The current policy framework fails to identify that ‘movement and amenity’ must be tailored to the key/ideal road users of each street. This is implicitly suggested by the ‘explanation of movement priority’ given on page 7 of the draft strategy, but we suggest that a more detailed explanation should be</p>		Elliott Hughes, Spokesperson	Generation Zero

	<p>provided for the avoidance of doubt. In particular, we believe that the strategy should emphasize that the needs of public and active transport users should be considered as important as the needs of other users, except where they take priority according to the criteria outlined on page 7.</p> <p>We also support the specific inclusion of car-share parking into the prioritisation framework. With the increasing usage of car-sharing platforms, we believe that these should be explicitly considered when developing parking plans. A new priority for car-share parking should be inserted between priority 9 and 10 for business and mixed use areas, and between 4 and 5 for residential areas.</p> <p>Currently the proposed priority framework is inconsistent with policy 4, which states that “It is not envisaged that residents’ exemptions would be provided in the Commercial Central City Business Zone”. The continuing inclusion of residential parking in the priority hierarchy for the commercial central city business zone is counter to this stated policy and thus should be eliminated.</p> <p>Pursuant to our comments on goal 1, policy 4 should be altered to eliminate the restriction of occupancy targets to peak times. This will promote more flexible restrictions that are better optimised for the varying needs of local residents and businesses. To further support local needs, we also recommend that the recommended target for P120 spaces per street is amended to a minimum of 25% of spaces, rather than the current 25-50% range. This would increase the flexibility of street plans to include more P120 parking where appropriate. We do not recommend any adjustments to the proposed introduction of paid residential exceptions outlined in policies 4 and 5.</p> <p>Further to our comments on goal 1, we recommend that goal 10 includes more permissive language to enable new technologies to be used for more applications. In particular, we recommend that goal 10 includes language to enable easier or automatic enforcement of parking restrictions and to facilitate more flexible and tailored parking regimes where appropriate (e.g. time varying restrictions)</p> <p>Finally, to more fully and completely implement goals 1-5, we propose an additional policy (policy 12).</p> <p>Policy 12: The Council will only retain on-street parking in its current form when demand for higher priority street space is satisfied.</p> <p>As confirmed by Policy 1, there are better uses of public space than on-street parking. Accordingly, parking should not be retained where the needs of higher-priority uses are not being met. When upgrades to meet higher-priority use needs are being planned, the parking management criteria in policy 4 should be applied proactively to ensure continued access to the area.</p> <p>At Generation Zero, one of our major concerns is the slow pace of upgrades to existing public spaces to facilitate higher priority uses than on-street parking. Often these upgrade processes are slowed by existing businesses or residents' perceptions of the value of on-street parking and feelings of ownership of this space. Coupled with policy twelve, we would like the council to address this by:</p> <p>Collecting and publicising local data about business and quality of life before and after these public space upgrades;</p> <p>Taking a more active role to work with businesses concerned about lack of parking. This may be in the form of some sort of insurance scheme, increased access to an area via public transport services, utilising newer public spaces through public events, enabling local landowners to increase off-street parking capacity, facilitating increases in the utilisation or quality of use of existing parking, or any number of other initiatives</p> <p>We would like to emphasise that currently most people do not have legitimate travel options other than private cars. While significant progress has been and is being made in giving people the option to ride bikes, there is still huge opportunity in improving public transport and car sharing services, as well as allowing, enabling and encouraging infill development to increase density, so that people can choose to walk, cycle, bus or borrow a car to go about their lives. The better these options become for people, the less need there will be for parking and the more opportunity there will be for upgrading on-street carparks to the types of streets a 21st century city has.</p> <p>Due to some kind of rendering error in your website, I cannot see which of the tick boxes I have and have not selected. My apologies if these are incorrect as a result. We have provided comments on policies 1, 4 and 10.</p> <p>We would also like to speak at a Hearing if possible.</p>		
38373	SEE ATTACHMENT	Majorie Manthei	Victorla Neighbourhood Assoication

38133	SEE ATTACHMENT		John Scheele, Senior Consultant Planner (RMG)	Ara Institute of Canterbury
38132	SEE ATTACHMENT		Melanie Foote, Senior Consultant Planner (RMG)	Orion NZ Ltd
38131	SEE ATTACHMENT		Roy Hughes, Chairman	Canterbury / West Coast NZAA District Council
36885	<p>Policy 9 Despite the fact that me and my partner have 2 cars, we try to bike as much as possible incl. the commute to work. However going into the central city we find that cycling especially where it comes to parking, is rarely given a thought. There is very little cycle parking. The ones that are there are often the so-called type 'wheel benders'. Even if they don't damage the wheel, they don't fit oversized mtb wheels nor road bike wheels. They also don't have the option to attach the frame to them with a d-lock. So most of the time we park our bikes, it is attached to a street sign or little tree (the latter often in the bushes). Often bike parking gets put too far away from destinations (bike parking on every corner!) so one incentive to take the bike instead of the car is missed. What about covered bike parking? It is less about a wet saddle than about the moving parts like chain and derailleur in the rain all day while at work drastically reducing its lifespan and UV deteriorating the saddle when out in the sun all day. I am glad that work just moved out of the CBD and i can park my bike inside and not anymore outside attached to the street sign in all weather.</p> <p>I think businesses need to provide a certain number of car parks? Is there a requirement for cycling parking as well? I don't think so ...</p> <p>Good policy has sticks and carrots. Make it harder to park a car and easier to walk, scooter and cycle. They go hand in hand. Just sticks gets people angry. Just carrots alone doesn't work. Be brave!</p> <p>Also a comms thing: Can you calculate (estimate) how much money cyclists save in car road works/maintenance/etc instead of just saying how much the cycling improvements cost. Just to give some pushback to all those up in arms every time a dollar gets spent on cycling. By cycling as much as we can we save society on health costs, road maintenance costs, road facilities build costs, environmental pollution costs, etc. Yet all we cyclists get is that we get "spoilt by these expensive cycling facilities", while we don't pay taxes apparently (despite we both have jobs, we have 2 cars and pay rates on our house and a rental), should not ride up dyers pass because we annoy drivers, should not be entitled to ride 2 abreast so we can have a conversation like people in cars sitting side by side and should take more care when despite 2 set of bike lights and high viz we get hit by a car from a side street while driving on a priority road (to list just some random media snippets and their comments). As a cyclist it often feels we do all the right things but we don't get rewarded for it , on the contrary, we get marginalised and vilified.</p>		J de Jongh	
36450	<p>Policy 1</p> <p>I am a city resident, living at Atlas Quarter on 36 Welles Street. A significant number of units in the complex were sold without offstreet carpark. Currently, my only parking alternative is on one side of Welles St, which is unrestricted for approximately 10 cars. I used to be able to pay for parking with Wilson but they have progressively restricted hours and availability in the area. I would request that residents to the city with no allocated car park can continue to park unrestricted in the vicinity of their homes. I love living in the city and I have significantly minimised the use of my car, but still need it for groceries and vet/medical appointments. I hope you can take into consideration the needs of residents that did not get an option to buy carpark because the complex was approved without enough space allocation.</p>		Desiree Aceves	
37034	I like the goals, especially the one in relation to reducing greenhouse gas emissions.	Policy 10 My wife works [REDACTED] on Hereford St, so I park on Cambridge Terrace on the river there when my daughter and I come in and see her approximately once a week, and at least 2 of the machines there have a coin slot that either doesn't work or is permanently disabled, which results in me then having to pay by card which costs me an extra 50 cents for the processing fee, which is annoying really. Either disable the coin aspect altogether so it's a card only process and then include the 50 cents in the whole parking cost(for example charge \$3.60 per hour instead of \$3.10) so there's no additional processing fee, or get the machines working on coins and cards so one can avoid the processing fee if you do have coins. It's not that I care greatly for 50 cents its just when the machine adds it at the end as there's no other option due to the coin slot being out of action it feels like the USA where they add the tax on everything at the end which really irks me, just include it in the price altogether(like we do with GST).Hopefully that's clear enough.	Grant Hambly	

37862		Policy 1,Policy 2 Policies 4-5. I think it would be beneficial to introduce resident-only parking areas. I live on the corner of [REDACTED] and parking in this area is often competitive as it used by commuters looking for free parking. The denser housing in this area means there are more inner city residents requiring on-street parking and this is likely only to keep increasing with the new developments on Madras and Salisbury. Charging a fee for permits (like Wellington City Council does) could allow CCC to recoup the costs of signange and the monitoring of the areas by parking wardens. A fee could also encourage residents to use public transport over owning a vehicle - or even multiple vehicles.	I would like to see more parking buildings instead of the gravel pit parking lots. I feel parking buildings can offer higher occupancy. The off-street parking provided by Wilsons is visually unattractive, breaks up the landscape, and is often on spots of land that I feel could be prime locations for commerical developments.	Alicia Harbison-Price	
36593	Free Sunday parking Policy 1 Reduce the cost, change to 5pm cut off			Rama Pook	
37373	<p>Generally OK and there are some in my view important ones missing:</p> <p>1) design & layout of on-street, off-street and commercial / mall style car parks:</p> <p>There are many examples in CHCH where car parking is very poorly designed, from the distance left between driveways, placement of drainage manholes, unnecessary road markings, to the general layout of large size car parks. On the latter very poorly designed are Mitre10/Countdown mall in Hornby, South City Mall, most commercial sites on Moorehouse Ave; they are very wasteful i.e. not optimised for space or flow of vehicles and even create high risk areas for pedestrians. In addition in most commercial spaces there are no dedicated carparks for vehicles with trailers. Happy to provide more detail if you want to know.</p> <p>2) prioritisation of space for sustainable small vehicle (e-scooters, bicycles, micro cars) parking</p> <p>A future proof policy must in my view prioritise sustainable transport. This means clear targets and implementation rules to create parking for bicycles and e-scooters, motorbikes and scooters, micro-cars, small e-vehicles with charging stations. Large cars with ICEs are a thing of the past, at least for inner city areas.</p> <p>3) limiting size / space proportional charge</p> <p>This follows on from my previous points and I want to be more specific. We see an ever increasing size in motor vehicles combined with an increasing number of such large vehicles. Most concerning is the uptake of newest generation double cab utes (Toyota & Fords) and US style trucks (Dodge Ram etc). These cars not only take up more space on the road simply because people generally have no sense of the size of their cars, they also take up much more space when parked. These vehicles reduce the useable car park size next to them and often protrude into the footpath or the passage way behind them. I suggest a policy would best create normal and supersized carparks with corresponding parking fees. This would disincentivise people of using them in town, yet not ban them outright.</p>			Ulrich Bergler	

37811	<p>I do not agree with you goals. As an older person living in a relatively remote area of the city I have no access to public transport and cars are the only sensible option available. We need MUCH More parking but , from my perspective, there is NO need for cycleways, bus lanes etc, For some reason there is no tick box to say I'd like to speak to my submission. I would like to do so. I assume as part of the democratic process you will have hearings in Akaroa or pay mileage if I have to come to you</p>	<ol style="list-style-type: none">1. Cars and parking should be the 100% priority2. Irrelevant3. Get rid of bikes, scooters (especially) and improved parking are all needed if you are serious about helping those with limited mobility. In addition (as a volunteer who works with the elderly and less mobile) you MUST get rid of all those signs, chairs and table etc that currently block the footpaths. They are so hazardous for those with walkers! Mobility scooters etc4. In area of high demand parking should have priority over all the other stiff like cycleways, bus lanes etc5. No. Make sure that all residential properties have adequate offstreet parking. This means there is no need for resident only parking.6. See 5 above7. Agree. However the district plan must ensure that property owners do all provide adequate off street parking and this should be at a level that can cope with the maximum expected parking needs at all times8. Agree9. I sort of agree with this as an aspirational goal but I live in the outer part of Christchurch and last year when purchasing a new car looked really hard at other options and they do not yet exist. I should not be penalised for this.10. Yes. but. Recently I took an old bloke to town who previously drove himself but he does not have a cellphone or credit card and found the “new” technology too daunting. These people matter11. Agree	Kevin McSweeney	
37959	<p>Policy 4: Apply parking management criteria in areas of high demand; Residential Central City.</p> <p>My wife and I are owner-occupiers of and apartment on the corner of [REDACTED]. There is consistently >85% occupancy of on-street car-parking day and night due to hospital staff who are on three shifts over a 24 hour period. With events like the cricket, there is limited additional car-parking available as even the Wilson's site on Selwyn Street is full to capacity.</p> <p>Firstly I would like to suggest better use of existing on-street car-parking space. This could start with marked parks (ie: with painted lines) on both sides of Selwyn Street, from the Hagley Avenue end through to Moorhouse Avenue. Currently parking is ad-hock, and regularly there are large gaps between vehicles.</p> <p>Secondly I would like residents to have the option to pay for some allocated car-parks, outside of normal work hours, e.g: Residents only between 5pm and 5am.</p> <p>On a personal note, on moving from the suburbs to living in the city, we were able to sell our second car. Also I often use a scooter or bicycle to commute.</p>		Douglas Fraser	
37958	SEE ATTACHMENT		Liam Kernaghan, Senior Advocacy Advisor	Property Council New Zealand
37934	Policy 7: The Council will not generally provide off-street parking. I can't agree with that - it leaves parking to Wilsons, a thoroughly despicable company who I will never give a cent to.		Richard Derham	
37925	SEE ATTACHMENT		Anna Halliday, Regional Manager	Canterbury Branch of Hospitality New Zealand

37913	<p>Policy 1 - General prioritisation of on-street space</p> <p>With the number parking buildings available I do not believe on street space needs to be a priority. However, we need stricter time limits and increased parking charges. At the moment, it appears that on-street parking is not monitored and enforced at an adequate level. It means that turnover of spaces is not encouraged and some people park without paying for their space.</p> <p>Policy 3: Improving access for those with restricted mobility</p> <p>As accessible city we need to improve the access to disabled parking spots both on and off street</p> <p>Policy 11: Review the role of temporary off-street surface parking lots</p> <p>I support the review of the role of temporary off-street surface parking.</p> <p>I do not support of removal of temporary off-street surface parking lots in the near to medium term for the following reasons</p> <ul style="list-style-type: none">businesses and landowners have invested significantly in the central city which is still regeneratingthe businesses in the city need our residents to fully support the city, the city is still very fragile, we are still regenerating post earthquake and we have been hit without the international tourist due to COVIDwe want to encourage people to come into the city to work, shop and eat and notes that reducing parking options creates a barrier to people coming into the city. Limiting parking options is likely to encourage people to work from home (which is significantly affecting the businesses) and also to stay away from the central city for shopping/hospitalityat the moment there is not the demand to build on all the vacant sites. The demand will come as more people utilise the city, more people live in the city. If vacant sites are not used for parking until they are developed, the sites would become derelict and a risk to public safety and attract anti-social behaviour (like the anti-social that occurs on the vacant site opposite the bus exchange) <p>Supportive of vacant sites used for parking being tidied up so they are tidier and more attractive</p> <p>Supportive of the policy being reviewed again in 5 years' time as the city regenerates</p>			Annabel Turley, Owner	Unichem Cashel
37874	<p>We acknowledge and support the goals expressed in the policy relating to occupancy and the value of space, reduction of effects of transport on the environment, the need to support the efficient movement of people and goods through the central city street network and that better data will support better decision making.</p>	<ul style="list-style-type: none">• We agree with the key policies, prioritisation and decision-making criteria covered in Policies 1-5, noting that such an approach will be integral to implementing enhanced public transport services across the city and into the central city area• We agree that a review of the role of temporary off-street surface parking lots (as outlined in Policy 11) is urgently needed. This needs to be coordinated with any changes to the District Plan, particular as the temporary permit process expires in June 2021. This will likely give rise to an increased volume of consents to enable parking activities to continue operating. Environment Canterbury believes that continuing to supply low amenity, low cost parking beyond June 2021 would be counter-productive to the aims and objectives expressed in the recently endorsed Future Public Transport Business Case, and would also compromise the city's ability to meet its carbon reduction goals• We recommend that the policy should address the need to progressively manage commuter parking in the Central City (even in areas where demand thresholds outlined in Policy 4 are not met), to support both the achievement of the goal to support carbon emission reductions and the objectives of the Future Public Transport Business Case. The provision of all-day free car parking spaces within the four avenues represents an uncosted externality to the use of a private car for trips	<p>Thank you for the opportunity to comment on the draft Central City Parking Policy. As the enabling authority for public transport services in the Greater Christchurch sub-region, Environment Canterbury has a strong interest in ensuring parking policies support the business of moving people efficiently and effectively. Public transport in Christchurch supports a thriving central city and we welcome policies that address the issue of the movement of people into and out of the CBD in a manner that is cost effective and sustainable for the community into the future.</p> <p>Environment Canterbury clearly believes that active and public transport provide the greatest opportunities to cater for the movement needs of commuters, shoppers, students and residents of Christchurch. Parking provisions for private vehicles in the central city need to be carefully considered to ensure they encourage greater adoption of active and public transport, to future proof the community through the transition to a low-carbon economy.</p> <p>We are unashamed advocates for public transport and will work with the council to create the structures that allow public transport to do the 'heavy-lifting' in terms of the movement of people into and out of the central city.</p> <p>We are conscious of the quantum of total parking spaces in the central city and recognise the council's sphere of influence over that total. We note that the 3,400 unrestricted on road parking spaces and the more obvious post-earthquake phenomenon of paid commuter parking on cleared surface lots, has impacted on the ability of public transport to provide for the movement needs of the Christchurch community and to regain patronage.</p>	Len Fleete, Senior Strategy Advisor Public Transport	Environment Canterbury

	<p>into the City. An approach that combines transitioning all such spaces to P120 time restrictions or metered all-day on-street parking (with appropriate residents' exemptions and effective parking enforcement) would more closely align with the intent of the Central City Parking Policy goal.</p> <ul style="list-style-type: none">• We question the statement in Policy 5 that "on-street residents' exemption parking should not be seen as a cheap alternative to residential off-street parking". If a primary goal of the Council is to increase the residential population to support a vibrant and prosperous Central City then, in areas not experiencing high parking demand (under the Policy 4 thresholds), this could represent an enabling mechanism to accelerate the provision of more affordable housing options. Council could work in partnership with the development community to accelerate the provision of housing that is attractive to a wider demographic than that which is currently be brought to the market, especially if this also discouraged commuting by private car through reduced all-day free parking provision• In the Residential Central City zone in areas not experiencing high parking demand, consideration could be given to removing on-street parking (in conjunction with residents' exemption parking) as part of implementing comprehensive 'liveable streets' projects in support of the adopted Christchurch Central Streets and Spaces Design Guide.	<p>In addition on specific policies noted above, we make the following points:</p> <ul style="list-style-type: none">• Transport is a significant contributor to overall emissions and is a key area identified within the recently released Climate Change Commission draft advice to Government• Effective enforcement and penalty charges will be critical to the success of any Central City Parking Policy. Current penalty charges do not appear to be a sufficient deterrent to non-compliance. The council's own stated limited enforcement capacity translates to a low risk of a small penalty (\$12) for breaching a P120 limit. This can appear preferable to an all-day parking fee of \$8-12 in an off-street car park). <p>We look forward to working with the council as the parking policy evolves and as the central city continues to thrive.</p> <p>Please note that these are officer comments only and we do not see the need to speak to the Hearings Panel.</p>		
37966	<p>I am commenting on policies 4, 5, 6, 7, 9, and 11.</p> <p>I do not believe the council should introduce a 120 minute, or any other time limit, on residential streets.</p> <p>I am in favour of retaining existing residents parking areas and some limited provision should be made for new ones.</p> <p>All resident's parking spaces should be able to be made available for use by tradespeople working at the residence the park is allocated to. It is often a problem for workers at such places to find a park.</p> <p>The permit for using a resident's parking space should be issued on a yearly basis but change should be made so the cost is fairer. The permit should be paid for on a pro rata basis the same as car registration or dog registration. This is a simple concept to apply. The permit could run for a year, or whatever selected time, from when it is issued. Currently the permits expire halfway through the Tertiary education year and students have to pay two years charges for one years parking.</p> <p>I think council should provide and encourage off-street parking. The old Lichfield street carpark with one hour free parking was excellent.</p> <p>No ratepayer or council funded incentives should be given to owners/users of electric or sustainably fuelled vehicles. The operators of these benefit greatly enough just by using them.</p> <p>Council should continue to allow off street surface parking after 30 June 2021. These carparks fill a useful role in enabling land to be held until the owners are ready or willing to develop it. Meanwhile they provide good service like gorse covering a hillside of regenerating bush. Not all of the central city could have been rebuilt at once, and who would want that. Some of the larger blocks of undeveloped and unfinished land are actually in council hands.</p>		John Rouch	

37872	Stop lining Wilsons pockets. Make the parralell parks wider everyones getting their cars dinged by others doors.	Lynette Whale		
37863	Whatever the numbers feeling Wilsons have taken so many dollars out of chch and potentially slowing sites development feels criminal. The good spot model (nr Raora and in your Newsline pic) can surely be expanded. Telling the Good Spot image is used to foster positive sentiment - capture it and grow it pls.		Helen Holyoak	
37829	Planting trees along the pavements and in the new parking areas to provide shade and also help reduce the city’s greenhouse gas should be a major priority.		Kasey Curtis	
37817	<p>Policy 1</p> <p>Well, thanks for nothing. You have effectively excluded us from the central city.</p> <p>There are often concerts on at The Piano but we won't go because there will be nowhere close by to park. The closest bus stop from Halswell is in Manchester St, requiring a walk of several blocks. No buses from Bus Exchange along Armagh Street.</p> <p>Provision of bus services within the city is hopeless. How is one supposed to get to the museum and Arts Centre?</p> <p>You want people to use buses but they are inconvenient and the central city is very poorly served. Not everyone can manage to walk blocks to where they want to go.</p> <p>I will never attend a concert in the Town Hall now, because there is no parking. Christchurch is already the least accessible city I have ever encountered. The fact is that if I can't park nearby, I won't go.</p> <p>You are providing a city only for active, fit people and not considering the whole population.</p> <p>People live in the suburbs too, and want to attend events but cannot. Nobody wants to hang around at a bus stop on a cold, wet night,.</p> <p>Provide some parking and people will come into the city. Exclude cars and we will just not come.</p> <p>If it weren't for the temporary off-street Wilson parking lots, we would not have been able to come into town. We have made use of them whenever we have had to come in.</p> <p>Exclude motorists and watch the city centre turn into a doughnut. You are considering just ONE section of the population and ignoring the wishes of the rest.</p> <p>I am in favour of certain pedestrianized areas. But you need to re-think this whole anti-car policy.</p> <p>We pay rates too. Please do not forget that.</p>	<p>Cast your net for opinions wider than FaceBook</p> <p>Take into account the Christchurch weather</p> <p>Take into account the ageing population</p> <p>Don't listen to just ONE voice (Green part supporters who agree with you)</p> <p>Put out something with the rates invoice so that you reach EVERYONE</p>	Beverley Nelson	

37814	<p>it is incredibly difficult to find affordable parking in the city - please don't continue to cut parking spaces</p> <p>My husband used to travel by bus to the CBD but it is not very practical. We don't have a direct bus service from Russley where we live to the CBD and he had to travel with his car and park close to a bus stop in order to take a bus. Although he travelled with a mask on, with people coughing and sniffing on the bus it is also a bit scary during Covid</p> <p>He bought an electric car (Leaf) recently so that he could use the emission free car to travel to work. Like most other companies in the CBD, the company he works for does not offer parking for their employees. Paying for parking is very expensive - it seems the average for parking on a monthly basis is about \$200 per month with is not affordable.</p> <p>He parks kilo's from his work and walk to his work and I am really worried that with even less parking around it would seem that you try to penalize workers from working.</p> <p>Not everyone can travel by bicycle to work - do you realise how many people (especially people over 50) get involved in bicycle accidents at great cost as they often need to be hospitalised for a long time. It would be interesting to see what ACC figures amounts to regarding bicycle accidents. It is not only cars bumping into cycles - it is sometimes someone driving into a pole or in by accident into a wheelie bin which were placed on the wrong side of the pavement.</p> <p>Please stop making it difficult for people to do their business and work</p>			Marietjie Swart	
37813	<p>1-I find it expensive! Fix prices for 1 or 2 or 3 hours not between! If I go somehow don't know how long it takes! you pay more than you need it ! but no refund! Then, make it more expensive! If it possible, I like to pay it the exact amount! 2-Can be nice cheaper too! 3- Speed limit some area is good where is a central city(People walking) otherwise became annoyance!</p>			Suleyman Sekman	
37808	<p>General consensus in North Canterbury, is that it is now a waste of time visiting the CBD. We don't have the luxury of calling an uber/cab from our house or biking due to where we live. We need to visit the city due to limited shops in North Canterbury, however, the streets are awful to drive, cyclist bike in the car lanes, not the cycle ways, buses no longer follow the road code and parking is limited and expensive. The malls are where we go because you've made the CBD uninviting to those that don't live within 10km of the CBD.</p>	<p>I don't feel like your council actually listen to the voices of your rate payers, you put environmental policy first to look good ahead of common sense. For goodness sake, we've spent ten years driving around road cones and road works due to the earthquakes and yet your set on ripping up roads unnecessarily. Sort your priorities.</p>	<p>I drive Harewood Road twice a day, hardly see a cyclist! Keep the trees, leave the road alone.</p>	Amber Douglas	
37807	<p>Re Policy 11. The rubble car parks are messy eyesores and holding the city back. You wouldn't think the earthquake happened 10 years ago. Landowners who want to keep providing off street parking on this sites should seal and landscape them. Otherwise they should develop or sell the land. The current approach encourages land banking and holds back recovery.</p>			Hadley McLachlan	
37802	<p>Please remember that many people with disabilities have distance issues, so please keep as many mobility spaces as possible. Additionally wheelchair users also sometimes have distance issues as operation of a wheelchair takes a lot of core and upper body strength. Carrying shopping longer distances can be a huge challenge for many in the mobility community.</p> <p>Additionally there are recidivist parkers on footpaths around Christchurch including daily parking and blocking on the corner of Cashel St and Stanmore Road, multiple vehicles outside a church building in Cashel St in Linwood. Ticketing doesn't appear to be working. Would you consider removal of vehicles if they are caught, say 5 or 10 times? It blocks the people who use mobility scooters, wheelchairs.</p>			Keep my name private for personal safety reasons.	
37801	<p>Living in diamond Harbour and attending concerts at the Town Hall, The theatre Royal etc parking availability is of paramount importance. Large car parking buildings need to be built north of the square</p>			Euan Godfrey	
37800	<p>Agree NO all-day parking, support use of cycles/scooters/buses.</p>	<p>Policy 1 Policy 7&8: Private business must include parking provisions in any development, within strict guidelines.</p> <p>Policy 11: Get rid of Wilsons and empty lot carparks.</p>	<p>I have just recently moved from my hometown of Christchurch but still interested in what is happening there!</p>	Deb Godfrey	

37793	Definitely need more disability parking. Don't mind reducing on street public parking as long as there are other options available than exorbitant Wilson's or council parking lots! Workers will always need to get in to the city and public buses do not meet everyone's needs. Maybe at least look at Park and ride options like free/cheap parking just outside the city limits with a free/cheap annual pass for a shuttle bus from there on a small city loop to ferry workers in/out and around the city quickly as other countries do.		Reanna Albion	
37791	The goals are great but the intended implementation isn't. I'm a govt employee, our organisation got relocated to CBD post-EQs. Previously, we had plenty of car parks for our building. Now (and for the past 5 years) getting a free car park is a constant challenge, there's nothing out there after 7.45am. You want to get people to CBD and for them to spend money there? Make more free or cheap car parks available.	Policy 2 Residents should definitely get priority to park next to where they live. Free car parks should remain free and not managed. Try not to kill private businesses with your policies - they need car parks, too!	Lena Rodnyanskiy	
37789	Why not have satellite parking on the North, East, South & West outskirts of the city and a free bus that does the rounds of the Central City. Restrict parking in the Central City to service/delivery & people with mobility issues.	Pure Electric cars aren't sustainable we only produce 60 to 70% hydro/renewable energy at best if everyone gets electric cars we will just be burning more gas and coal unless the government actually ponies up on their promises of 100% renewable energy asap.	Andre Cragolini	
37788	Please stop taking away disability car parks and putting them in the street. As a wheelchair user I have to open my door fully and this is extremely unsafe to do in on street parking and due to all the Wilson's parking being gravel which again as a wheelchair user is unsafe to try wheel on you leave no choice but not to come to town. Car park buildings are often too far away and the cost to use them is ridiculously high.		Amanda Jackson	
37757	SEE ATTACHMENT		Maryanne Lomax, Manager Community Governance Manager	Waimaero/Fendalton-Waimairi-Harewood Community Board
37606	<p>Policy 7, Policy 11 Policy 7 - this provision is overly limiting. Council should review this policy and commit to provision of off street parking in the best interests of the community as a key part of its overall plan and income. As rightly identified by the policy, parking is a critical aspect of the city infrastructure, and represents a manageable and long term capital investment for the city with associated long term revenues.</p> <p>Planning for this infrastructure should be on the table for council where an overall benefit will accrue to the community. From a revenue perspective, if 3rd party parking companies can make a return on investment from off street parking, there should be no reason that this revenue cannot be captured by council. This would also allow prices set to facilitate greatest community benefit - either through direct revenue for council or by overall facilitation of economic activity, for example by reducing parking rates to encourage city visits. It makes no sense that council should formally vacate the field in this critical area and leave money on the table for private enterprise.</p> <p>Policy 11 - these temporary parking spaces are a blot on the city landscape and represent a long term barrier holding back the redevelopment of the city, reducing the imperative to sell or redevelop by allowing the owners of vacant lots to monetise them and landbank against the revenue stream. While the owner accrues the benefit of the revenue and the potential for increased land prices, the community lives long term with the damaging externalities - for example the lack of due care for the maintenance and presentation of the lots seriously damages the city's overall presentation and environment.</p> <p>They have come to have a serious detrimental impact on quality of life and progress in the city and need to be addressed as an urgent priority. A review is most welcome and overdue, and the council needs to make an active commitment to eliminate these lots as part of any comprehensive parking plan.</p> <p>It is not clear from the literature provided by council what percentage of the current population of these lots are under the permit process, but council should not review or extend permits or the revocation deadline, should oppose granting of new consent for these lots wherever feasible, and should seek to revoke existing consents unless an exceptional public need is being provided for and an appropriate level of civic presentation is achieved and maintained.</p> <p>Given the expiry date of the permits is known, council should have already planned for and be already working to provide alternative parking space when the permits expire, which should include additional council investment in dense multi-storey parking if needed [please refer to my comments above regarding policy 7]. Further, council needs to consider appropriate strategies to incentivise improvement in the presentation of the vacated lots in the general public interest - for example through redevelopment or transition to green space available for public use.</p>		Martyn Rivett	

37536	<p>I generally support the goals, in particular the paragraph supporting greenhouse gas emissions reduction targets. As the Council has declared a climate emergency minimising the use of fossil fuels should be one of the goals at the forefront of the policies. The Council should be actively discouraging the use of fossil-fuelled vehicles in the central city and promoting the use of active means of transport (scooters, cycles, e-bikes, walking, etc.), public transport (electrified) and electric vehicles.</p>	<p>Policy 1,Policy 4,Policy 5,Policy 6,Policy 7,Policy 8,Policy 9,Policy 10,Policy 11 Policy 1: I generally support this but like to see electric vehicles given priority over fossil-fuelled vehicles. Also scooters should be lumped in with movement for cycles priorities.</p> <p>Policies 2 and 3: I support these policies</p> <p>Policy 4: In areas/times of high demand when there is a heavy concentration of pedestrians, cyclists, and other active transport, consideration should be given to banning parking in the central city and provision of affordable park and ride facilities. This would possibly entail providing public parking buildings at key locations in the suburbs for out-of-town visitors and definitely entail efficient and affordable public transport from these key locations to the central city for both visitors and residents. In fact it would be good if this were made a permanent policy.</p> <p>Policy 5: I find this policy acceptable if read in conjunction with my comments on Policy 4, in which case residents with parking permits would be the only vehicles allowed to park in the central city.</p> <p>Policy 6: I support this policy</p> <p>Policy 7: I agree that the Council should not provide further off street parking in the central city. If exceptional circumstances exist as outlined in this policy. then provision of park and ride facilities in the suburbs as per my comments under Policy 4 would provide a solution to this.</p> <p>Policy 8: I support this policy</p> <p>Policy 9: I support this policy and recommend that scooters be included in the sustainable alternatives.</p> <p>Policy 10: I support this policy provided it does not lead to the Council providing more (off-street or on-street) parking in the central city.</p> <p>Policy 11: It is my view that all temporary surface parking lots be terminated when the permits expire on 30 June 2021. The owners of these sites should be required to provide a usage plan for the site prior to this date or forfeit the site to the Council for landscaping, planting or other alternative use, e.g. being purchased by someone with an approved usage plan.</p>	<p>I generally support the proposed parking policies except where noted in my comments. Having declared a climate emergency, the Council needs to meet its commitments to transition away from the use of (or allowing the use of) fossil fuelled vehicles in the central city. I would like to see the day when there are no vehicles in the central city (including electric vehicles) apart from efficient electrified public transport (using park and ride facilities) and the use of active modes of transport (i.e. cycles, e-bikes, scooters, pedestrian).</p>	Mike Currie	N/A
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37492		Policy 1,Policy 2,Policy 6,Policy 7,Policy 8,Policy 9,Policy 10,Policy 11		Steve Christensen	
37447	Christchurch is a sprawling city not New York with high rise and a high central population. People from the suburbs need good access to the city centre to help make it vibrant and give cbd business customers.	Policy 1,Policy 2,Policy 3,Policy 4,Policy 5,Policy 6,Policy 7,Policy 8,Policy 9,Policy 10,Policy 11 Polices are fine if you can police them.	What about park and ride. Parks would be good where major roads converge in to small roads, eg north of the city from the new motorway and onto Brougham. Then buses directly to the centre. Work great in the UK.	Jacque Broadhead	
37348	Policy 7; Another broken promise by Dalziel. She stated all new businesses would provide parking, with no mention of Permits for Businesses being given without said. Now we have a city that many cannot visit WHY no parking. Narrow roads and CYCLE LANES wide enough for a car. The overseas trips taken since the earthquakes have not given insight at all. Holland is very cycle friendly BUT still has parking. Policy 7 Policy 9': Do this and we will definitely support local. We cannot afford YOUR new cars, etc. Buses are not practicable with half hour walk to stop both ways. We all need YOUR liveable wage.			Steve Martin	
37347	Policy 5,Policy 6 Need to examine resident only parking in area around Peterborough St. There are several educational facilities in the area and so no parking for residents returning home during the day. Need to introduce at least a couple resident only parking spaces on Peterborough between Colombo and Manchester (part of new cycle way so will make it safer for cyclist). If not residents parks at least two hour time limit parks would discourage students from using them. Paying for a residents parking permit and not having guarantee of getting a park would be money not well spent.			Fransina Melnik	
37338	Policy 4 Remove Sat-Sun metered parking to the Commercial Central City Business Zone. There is little to no commuter parking during these days. It is predominantly tourist and leisure. Encourage use of the CBD at weekends.			Richard Houghton	
37298	Great that you are reviewing the parking issues identified in the central city.	Policy 1,Policy 5,Policy 6,Policy 7 In essence, it's around there still being available parks for residents. Especially in areas of medium to high density living which the council is promoting, as these are places where the on street parks are crucial. Also under the policy, if it comes to the need to give resident permits it seems all prior houses are considered before new builds even though it is this medium density living that is currently being promoted.		Toni Attwood	
37149	Built more multi storey car parks and charge a reasonable price. Remove Wilson parking. Free 2 hours parking for multi storey parking at hospital (use a gantry). Free parking for residents. This has already been done in major and more dense cities around the world such as Sydney, Singapore, Melbourne etc. Many of us in Christchurch try our best to not visit the city centre because we can get free and easy parking for almost the same things at the malls. To increase the number of visitors in the city centre, the city centre needs to be accessible. The public transportation in Christchurch is honestly a joke. People will drive and that's the reality. It's not only more convenient but for parents with children and for those with disabilities and the elderly, it's easier. I have recently visited the city centre and it was so dead. I'm not even going to compare it to cities overseas. I will just compare it to Dunedin and Auckland and Wellington which all have more life in it than chch city centre. Furthermore, if you're going to build houses in the city centres, you'd need car parks! Not just one for each house.			Hana SB	

37140	<p>Policy 1 - I agree with the order of priority. I would support the use of yearly residents parking permits for those living in the CBD. Areas where there is no demand for resident parking need to be either time restricted or metered for all day use.</p> <p>Policy 2 - I agree in principle. Please prioritise points 3 and 5 of the parking policy goals.</p> <p>Policy 3 - I agree in principle, especially with respect to enforcement.</p> <p>Policy 4 - I agree in principle. I would support the introduction of variable demand pricing.</p> <p>Policy 5 - I agree in principle, although unlikely to be affected by this.</p> <p>Policy 6 - N/A</p> <p>Policy 7 - As a ratepayer who will seldom park a vehicle in the CBD I am prepared to pay a market price for a space when necessary. I do not support ratepayer subsidised parking for vehicles in any form, unless they are for mobility impaired users.</p> <p>Policy 8 - Agree 100%</p> <p>Policy 9 - Agree with the exception of electric vehicles unless located at strategic charging stations.</p> <p>Policy 10 - Agree</p> <p>Policy 11 - Agree - The days using temporary off-street sites being for car parking need to be numbered. Particularly those that are of a substandard quality. Carrot, then stick approach required. We have to accept that creating the welcoming and vibrant feel of the city so imperative to our wellbeing does not exclusively require the presence of motor vehicles as the dominant mode of transport. The CBD is our go-to place for shopping and entertainment. On the rare occasion of taking a vehicle it is slow, but doable. We appreciate that other transport options also have some priority. The bus is OK, bikes great, and the occasional scooter ride is handy. Thanks for the opportunity to comment on what appears to be a measured, fair and pragmatic approach to parking problems. To ensure that the CBD will not be clogged with vehicles in the future. Also pleasing the climate change perspective is forming a foundation for this policy. Please do not dilute the focus of this with compromise in any way.</p>		Robert Fleming	
37137	<p>Need more of the short stay parking to have more rules and regulations. These are often occupied in the city at night time by uber drivers, uber eats, and taxi drivers with no consequences. I'd love to just stop in to the city on my way home from work and grab takeaways from my favourite restaurants in order to help support them, but I often have to park far away in a Wilson park which I don't pay for as I'm literally just wanting to run in to a store and pick up my food. If they had more designated areas and then more designated public parking areas it would work a lot better.</p>	<p>Policy 1, Policy 4, Policy 11 You NEED to provide more parking in more areas around the city. I try to take my disabled grandmother into the city frequently in the winter as it gives her something to do and she loves seeing how the city changes every time she comes. But the amount of walking is often too overwhelming for her and lately she has not wanted to go out at all because of this.</p>	Christina Perring	
37103	<p>Submitting in support of this plan. Thanks council team.</p>	<p>Policy 1, Policy 2, Policy 3, Policy 4, Policy 5, Policy 6, Policy 7, Policy 8, Policy 9, Policy 10, Policy 11</p>	Blake Quartly	
37093	<p>Reduced car parking reduces cars. I am for all policies that enables a more sustainable and safe environment for all road users, particularly walkers and bike riders. Reducing car parking is excellent</p>		Nick Reid	

37089	<p>Policy 1,Policy 2,Policy 3,Policy 4,Policy 5,Policy 6,Policy 7,Policy 8,Policy 9,Policy 10,Policy 11</p> <p>If the ultimate goal of this parking policy is to reduce the flow of cars to the central city, please expand the mass transportation time frame to respond the demands of workers commuting into the central city. I work for Christchurch hospital, infamous for the lack of parking space for workers. There are buses running from suburb to the central, however, the operating time frame of the public transport is often 0630am - 2320pm. It does not cover the people start morning shift at 5am, evening shift overtime till 12 pm. Christchurch has grown to the sizable city with lack of reliable public transportation, so we have to drive a car, and park far and far away from the hospital due to the lack of long hour parking spaces. Only 60 or 120 minutes off-street parking around the hospital. We would never be able to park there, but walk miles and miles. Please extend the bus service hours with public funding. I pay enough tax to gain access to work for the public sector which operates 24/7. Please do not ignore us any more.</p> <p><i>Additional comment:</i> bus service hours</p>			Hisami Hamanaka	
37088	<p>Policy 3 The current policy appears to assume that wheelchair users do not need a flat surface to get from road to pavement. Instead of just putting a single small area with no kerb suggest that you make the entire length of the wheelchair parks with no kerb between road and pavement. This would certainly make life easier for me. Examples are Turanga and the Town Hall. The latter really needs the drop off area as a whole to be seamless access between road/paved area.</p> <p>In my case I am the passenger so my husband has to park far enough out to enable him to get the wheelchair up alongside the passenger door and for there to be room for me to transfer from car to wheelchair. I then have to back up to close the door and then find the small access way.</p> <p>I don't need to speak to the hearing panel, but would be happy to do so if it would be useful.</p> <p><i>Additional comment:</i> Wheelchair spaces</p>			Sue Colyer	
37059	<p>I would like to express my support in NOT providing off street parking for inner city residents who rent or buy dwellings with no off street parking.</p>	<p>Policy 5,Policy 7 Policy number 5;</p> <p>I support policy no.5 that residents should not be provided with off street parking if they have bought or are renting dwellings with no off street parking provided from the outset.</p> <p>I live in Armagh St between Barbadoes and Fitzgerald Ave. Within this one small block in the center of the city there are now over 70 apartments with no off street parking which have been built in the last 3-4 years. This developer should not benefit by assuming the council will eventually provide. This has had a serious impact on this area of which I have been a resident for over 20 years. Where once parks were all taken during the days for commuters working in the city they are now full all day and night by residents. One of whom I know owns x3 cars alone. I have had to make a substantial investment into the front of my property to allow x2 cars as visitors deliveries etc cannot park. Given the council is now collecting revenue in rates from all of these dwellings perhaps they could buy a nearby section to aid with this situation.</p> <p>Policy number 7; As mentioned above there are over 70 new dwellings without off street parking in the one block where I live. I live next door to one of those apartment blocks and due to there rarely being parks on the road my driveway is used for every uber delivery/taxi, airbnb drop off, residents moving trucks and delivery vans, by default I am providing the service for all these residents. Could there not be a 5 min park option nearby for services. (to add insult all the rubbish bins are placed on my driveway too)</p>	<p>The street parking outside my house is only long enough to accommodate a small vehicle. Due to lack of space frequently this space is taken up by bigger vehicles which obscure my access in and out of the property. I have frequently rung the council to have these removed. This service is only available during the working week so have had to tolerate this out of hours and over the Christmas break. I have asked on many occasions for indicator line so people know not to park over the legal space but have been told this would never happen. It does seem a waste of resources to have to keep calling people out to have this situation rectified. I have also noticed that this was recently done for the vehicle access to the park in Chester Street.</p>	Kaye Marson	

37044	Policy 1--Priority Order for Commercial Central City Business: Request to have cycle parking at priority #4 and other priorities bumped down to suit. Cycling is superior to bus transportation because it not only reduces GHG emissions but is excellent for physical health and mental wellbeing. Cycling has exploded in Chch recently showing that more people than anticipated prefer this mode of transport over bus services, perhaps due to the independence and freedom that cycling provides when commuting and running errands before, during, and after work. Further, encouraging more cycling has the potential to increase demand for cycling products and thus promote the growth of small businesses and local bike shops. Prioritising cycle parking over bus stops will also help attract customers to businesses since you can fit 10-20 bike parking spots within the area of one bus stop. When cyclists can easily park their bikes near or directly in front of a business, they are more likely to spend more time and money at the business.	Daryn Hobbs	
37035	Policy 1,Policy 2,Policy 3 I believe parking in central city should be limited and costly - our future depends on NOT using cars as our primary method of transport around the city. Focus should be on disabled parking - as sometimes these people are less able to use other active transport methods, and on loading zones for delivery to central city businesses. I recently was on an almost empty bus from Sumner to city to watch a sold out cricket game. We need to encourage other methods of transport, park and ride etc.	Rosemary Neave	
36966	Policy 4,Policy 5 I live [REDACTED] in what used to be a hostel but is now our home, it houses 22 people. Not all of us have vehicles, but our off-street parking is for 11 cars, on Dorset street we have one side that is timed and the other side that is not. If this whole street, including Dublin became timed we'd all really struggle with parking within a ten-minute walk from our home. I'd really really appreciate a residents permit parking for areas and streets like these.	Kayleigh Malthouse	
36954	Policy 1,Policy 5 I live in a residential area at present. Every work day there are a plethora of "commuter cars" parking n the street from the early hours in the morning. I have children and am often in and out during the days I am at home with them. Although I have an off street park with my property, most of the new accommodation being built in our street does not. Our driveway is frequently difficult to access as non-residents cars are parked very tightly together. I think it is likely that our street will become very congested during the day with commuters and residents vying for a space to park, and tempers will start to fray. it is very difficult for visitors to our houses to get a space to park during the week. Residents permits or p120 would be useful for this area (Gracefield avenue). Thank you. I beleive that more park and ride areas in the outskirts of the city may help with (eg electric buses).	Jane Kerr	
36953	Policy 4 Dublin St and Dorset St. Both Streets are in areas of high demand. Designated car parking by the use of white lines should be implemented. This will ensure better parking utilisation. Both sides of both Streets should be maximum 2 hours parking between 0800 to 1800 Mondays to Fridays. Weekends unlimited. Unless technology is introduced improved policing is required. As a Blue Star Taxi utilises Dublin St as a "permanent" base perhaps parking for a Taxi is needed?	Chris Morkane	
36929	Policy 5 It is important to keep options for residents to park on street. New and current residential facilities do not always offer enough off-street options with relation to the number of vehicles held by the residents. Thus, it is essential to let the latter park on street when required. On-street options for residents should remain accessible (as close as possible to the residents' properties) and cheap (trying to keep free parking when possible, and to offer affordable "memberships").	Clementine Gritti	

36927	Generally, I agree with the goals. However, commuter spaces on the south side of town are worth keeping, not only the ones on the north side of town. Unfortunately, bus service to the port hills and around the south side isn't great, and it is too far to walk for some to the bus stop that runs quickly into town (blue). Therefore, a bike or car is required. Keeping commuter spots open on the south side allows one to use a car when required (bringing a cake into work, for example).	<p>Policy 3,Policy 8,Policy 11 Policy 3 - I agree with this policy and want to support those with disabilities. Improving sidewalks to ensure wheelchairs can smoothly use these would also be a great goal.</p> <p>Policy 8 - Of the unrestricted car parks that are currently available to commuters or those who need to be in town for 2-4 hours (more than the 120 hours but less than all day parking - can't pay for over 120 hours or you get a ticket), it is my experience that most of them near car dealerships get used by the business. This is true for other businesses as well who park their vans on the street and take up free car parking. It would be great to have this changed to allow for part-time and full-time workers to utilise these spaces instead of being an overflow car park for car dealerships.</p> <p>Policy 11: I agree with the policy document that these temporary, gravel spaces are an eye-sore. They make our city look unfinished and a bit sad. They also tend to be in poor condition which is not attractive for visitors to the central city. I support removing some of these (some do sit empty) where demand is not high for parking, and paving the ones that are left.</p>	<p>There are two types of parking that are missing, in my opinion:</p> <p>1. Short term unpaid car parking - 30 mins. If it could be enforced this would be extremely useful for popping quickly into town for a meeting, to pick something up from the office, or to grab something from the shop. 10 minute parks don't seem to fit this bill, it's too short and you run the risk of a ticket simply by being a few minutes longer than you thought.</p> <p>2. 240 unpaid or paid parking areas. Part-time working is becoming more common with women and men sharing the load of families. There are plenty of 120min parking, paid and unpaid. Even the paid areas cannot be paid over the 120min mark or risk a ticket for being there too long. Therefore, you have to pay for a whole day, because you didn't come into town early enough for early bird, and you'll be gone by 1pm anyway.</p>	Benden	
36908	My view about car park - Harewood Road SEE ATTACHMENT		<p><i>Submission received on behalf of submitter by Council librarian</i></p> <p><i>Submitter concerned that a new carpark on Harewood Road is going to be a hazard to how/where he parks his own car.</i></p> <p><i>Also need cut the tall tree because light post can't see on road</i></p>	Rodney Henwood	

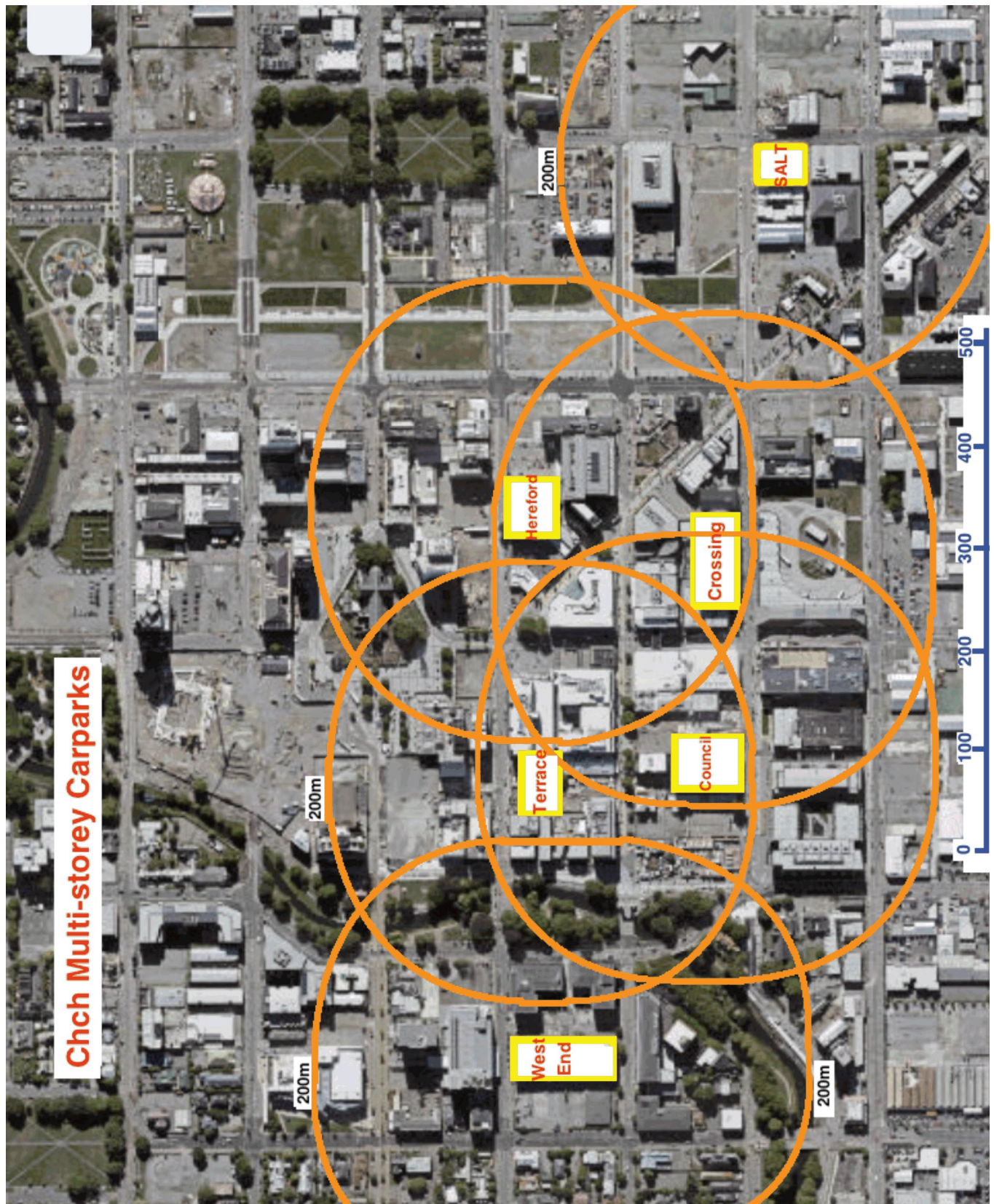
36886	Fully support emissions reductions goals and prioritising more active transport options	<p>Policy 1,Policy 2,Policy 3,Policy 4,Policy 5 Policy 1 and 2- Residential Central city - safety - reduce speed limits to 30- or 40 km/h or install speed barriers - currently cars and particularly heavy vehicles speed through my street (Armagh Street) at speeds I believe are greater than 50 km/h which is a safety hazard and causes shaking of houses.</p> <p>Policy 3 - High number of new dwellings with no off street parking and high demand for on street parks by all residents and commuters is particularly difficult for any tenants or residents in these new dwellings who need a car park close to their home for mobility purposes so create 1 mobility off street car park per apartment complex.</p> <p>Policy 4 and 5 - high demand in residential central city parking for off street parking due to massive increase of apartments/townhouses with no parking combined with commuters into city makes parking a serious problem in this area. Allow for overnight residential parking only and then 120 min limit during the day.</p>	Many households with driveways in the residential central city are experiencing problems with cars parked over their driveways due to the lack of car parking options for the many new residential developments in this area. I suggest the Council paint markers on the kerbs showing the required parking space allowance and place information flyers in the letterboxes of all residents to make them aware of the parking requirements and penalties should they not adhere to the spacing requirements.	Laura Gartner	
36883	I totally support this (having read the booklet only).	<p>Policy 1,Policy 2,Policy 3,Policy 4,Policy 5,Policy 6,Policy 7,Policy 8,Policy 9,Policy 10,Policy 11</p> <p>I only do not support the ban on residents parking. Where applied correctly this can work quite well. I would advise to go through a review process to understand if they are still required.</p>		Cody Cooper	
36869	Policy 1 I think you need to keep 120 parking in the central city and to be honest I think alot of this needs to be free, if its empty you aren't making money off it anyway and I refuse to pay for wilson's parking. Especially on weekends as well because I can go to a mall and park for free and the central city has quite alot of shops that are already in malls so there's not a hell of alot of pull for people to bother coming into the city			Stacy Shadbolt	
36849	I am happy to see some time limited parking where there is currently none. I would however hate to see any free parking gone.			Janny Webb-Walker	
36841	I support the identified goals. Change is required to wean people off their car-centric ways. These goals seem to be a good starting point.	<p>Policy 1,Policy 2,Policy 3,Policy 4,Policy 5,Policy 6,Policy 7,Policy 8,Policy 9,Policy 10,Policy 11</p> <p>All of these policies look good. With regard to Policy 11, I submit there should be a presumption that off-street surface parking is not permitted (and will only be allowed in extenuating circumstances such as a temporary lack of parking nearby while multistory off-street parking is under construction). We need to be getting rid of the gravel yards full of cars from our central city to make it a more vibrant and attractive place to live, work and play.</p>		Connor McIver	
36830	Unless there's FREE parking in and around the CBD, we, and many of our friends and relatives will NEVER shop there. Shame to the business owners, but, everywhere else in Christchurch is FREE!			Brian Bailey	

36826	<p>Policy 1,Policy 4,Policy 7,Policy 9,Policy 10,Policy 11</p> <p>Agree with the issue of vibrancy and visual impact of empty sites use as open parking lots, however financial parking incentives are clearly and increasingly stacked against any inner city vibrancy resulting from regular visitors to the city from surrounding suburbs. I am a freelancer myself, and now actively avoid travel to the city to meet clients or work in their offices because of the time, inconvenience and expense associated with finding casual all day parking near my client's offices. The incentives are strongly towards working from home, and meetings via zoom instead. This is good on environmental grounds, but bad for vibrancy, and social connectedness. A clear solution to reduce current visitor deterrence would be to enable all day (or half day) kerbside parking for one off /intermittent day visitors (which pattern an integrated parking management system can detect by tracking car registration numbers visit frequency), at perhaps a higher rate than regular commuters pay per day at a parking building or private off street park, but much lower than current 2 hourly rates. A differential in cost compared with public transport or cycling would remain to incentivise visitors or regular commuters for whom those options are viable (with children and shopping to collect as part of any round trip involving a half day visiting the city, these do not work well for all).</p>	Paul King	
36809	<p>Policy 4 Why not remove the Wilson parks around the city and build multilevel parking on these sites?</p> <p>Increasing parking costs will affect people who work in town and may deter visitors.</p>	Chris Glassenbury	
36804	<p>Policy 1 As a worker in the city, finding all day affordable parking is very difficult. With the temporary/ Wilsons parks slowly disappearing as the city builds up, it's getting harder and harder to get to work. Turning some of the few options for all day parking into 2 hour parking would put a real strain on workers commuting into the city. Biking and bussing are not realistic alternatives for many people, we need adequate parking to do our jobs.</p> <p>If affordable parking options are being taken away, what alternatives will be put in their place - excluding encouraging people to bike or bus?</p>	Danielle Pope	
36745	<p>Policy 5</p> <p>I rent an apartment [REDACTED] on Madras Street in the central city, the apartment does not come with a park. There is a stretch of free parking directly outside our building which is always fill as this is where most residents park. With the multi-use arena being built shortly I can imagine all of these spaces will disappear and I wonder if residents of the building will be notified with plenty of notice? If we can not get free parking outside the other options are parking on Lichfield Street for \$3.10 an hour or using the parking building on the corner of Lichfield and Madras.</p> <p>I wonder if there is an agreement that the council could come to with residents of central city housing developments to supply cheaper overnight parking in parking buildings? This would reduce the need to have residents parking on the street while providing parking to residents in off peak times. The car-park building across the road on Lichfield and Madras is almost fully empty at night. In saying this as a woman who does shift work, I avoid this building as the stairwell is dark and quiet so feels very unsafe.</p> <p>I work two blocks from where I live but drive to work so that I can get free parking at work during the day. I feel like this takes away the point of living in the central city.</p> <p>I very much support your goals of reducing carbon emissions and promoting public transport, but I think in such a spread out city people will still need to own a car, even some who live in the central city. So I think there are better options than playing roulette on whether I will get a free park every day.</p>	Sally Murphy	

36742	<p>Having read the Draft Central City Parking Policy I am providing some thoughts for your consideration.</p> <p>1. It appears to me that the decisions made following the earthquakes regarding the central city roading have not improved the experience for vehicle owners, pedestrians or cyclists.</p> <p>- Colombo Street between the Square and Tuam Street resembles a slalom ski run with vehicles having to weave their way down the street. There are inevitably traffic jams in Colombo and the streets off it. Part of this is due to placing a number of carparks in adjoining streets when they should be placed no closer to the central city than Manchester Street and Montreal Street.</p> <p>- Pedestrians run the gauntlet when crossing Colombo Street because the distance between the traffic lights is too long. Currently the roading structure encourages pedestrians to cross between vehicles when they are at a standstill, which is very unsafe.</p> <p>- Colombo Street is dangerous for cyclists because of the roading structure and the number of vehicles using it.</p> <p>2. Prior to any new initiatives the existing issues detailed above need to be resolved.</p> <p>- While it is not possible to remove existing carparks and place them in more suitable locations, at the very least Colombo Street between the Square and Tuam Street should be pedestrianised. The benefits of this would improve the safety of pedestrians and cyclists and remove the frustrations of vehicle owners. In addition Colombo could be used as event spaces that would encourage people to visit the central city from the suburbs. If the two Lichfield Street carparks could only have entry from Manchester Street and Durham Street this would further improve the central city experience for pedestrians.</p> <p>I am neither an avid vehicle or cycling proponent, but regularly use both and buses to gain access to the city centre. The experience for all three is far from satisfactory.</p>			Ray Sleeman	
36623	<p>I like the idea of improving general health but by reducing parking you will force me to drive more. I live centrally and can only bike to work (out of CBD) if I have an all day park centrally. These are already extremely hard to come by. If you reduce the already short supply, I won't be able to bike at all</p>			Georgina Walsh	
36617	<p>There are no goals set to actively address potentially wasted road parking space. Abandoned vehicles and road verge with spare space less than the standard parking slots.</p>	<p>Policy 5, Policy 6 Policy 5. I have 2 apartment buildings in the CBD 291 Barbadoes St, 49 Cambridge Tce Residents exemption parking needs to be provided. Metered spaces are inappropriate for residents.</p> <p>Policy 6 New resident only areas need to be considered.</p>	<p>Proactive management of abandoned vehicles needs to be implemented in CBD to free up space. Parking slots are too large and limit the no. of parks. The average modern commuting vehicle is getting smaller so smaller parks should be provided. Surplus road verge should be reassessed for small car parks, scooter, motor bike electric bike parking. An example is the yellow lines between the entrance gates at 291 Barbadoes St.</p>	Tony Ward	
36611	<p>Excellent. Missing the safety aspects a bit. Please consider removing more on-street parks close to cycleways - the passenger door opening without looking for cyclists is an all to common NZ behaviour. How could you improve this with safety in design for the on-street parking? Also - having safe off-street parking buildings and safe parking areas near work places and night time activities (pubs, restaurants, theatres, cinemas). Happy to take PT or bike during the day, not so much at night. Missing a goal on working together to improve public transport - if you are increasing parking fees (all for it) you will have to offer better connection in and out of town and safe lock ups for cyclists for instance. Also missing actively working together with employers - your own house first and then other government agencies and commercial properties in town. Employers schemes will work best to change behaviour and attitude. When I asked several agencies in town if they had a carpool scheme or special priority parking for carpoolers I was totally disappointed by the answers. Please reform this and lead by example.</p>	<p>Policy 7 Don't understand this. Great revenue and control. Make the first hour free always in your off-street parking building to attract shoppers and visitors and have extremely high rates after that. The revenue can contribute to your ongoing underground and above ground road works.</p>	<p>Great work to finally have a new policy on this. Excellent research and suggestions, now be brave with the decisions.</p>	Norma Kloosterman	

36560	<p>Policy 5 I don't believe it's fair to totally exclude residents who own/rent a property with NO off street parking from on street permits/exemptions. They should still be able to get one, as they are paying rates and have the right to own at least 1 vehicle. Are you also saying it's ok for people with 1 off street park to apply cause they are allowed 2 cars? They will as you say already suffer from lower sale price.</p> <p>Residents permits should definitely be available. Living by riccarton Mall it is often difficult to get a park on the "right" side of the road with all the commuters who work at the mall.</p>			Nicole Smith	
36526	<p>We , the older residents of Christchurch, need on street parking. We find that when we go into the city center, their is no available parking, for shopping and buying items, to get a coffee, or get a chance to look around. An hour or 2 hours would help with this. At the moment we shop local . The expense of buying items then having them delivered is too expensive, so we make do. My son tells me that their are some stores he would purchase from BUT on the bicycle no way , parking no way. and delivery prices make purchasing a deal a no go. Shopping local is the way to go.. WE OBVIOUSLY DO NOT NEED A CITY CENTRE. Cut the rates for suburbs.</p>	<p>Policy 1,Policy 7 The Council as a voted in power needs to consider more on street parking. This will encourage over 55 years to visit OUR city NOY yours. Liane promised parki8ng with the rebuild (under the new businesses, would provide this). So far very few have done this. To my understanding very few businesses have done this. Liane and cronies need to think of support for these as no parks mean us older people cannot shop central. We have the money to spend BUT no encouragement to do so. Nelson ,Timaru, come to mind as offering parking. Australia is another.</p>	<p>Shopping should be for all</p> <p>Buses do not serve all areas</p> <p>Not all of us want an apartment.</p> <p>Brisbane is another that gives free buses from 9am to 3pm with a place to store large items and drivers that help Also provide parking close to centre</p>	Dawn Martin	
36512	<p>Policy 1</p> <p>Sorry trying to read all the policies on my phone is next to impossible however I need to be very clear. You must stop removing street carports, putting in dangerous and useless cycle lanes and pushing people to malls etc. The central city is already a pointless destination as it is and less parks will not make people bus, cycle or walk. I appreciate you have some 'special people's that push this rubbish however the vast majority of 'normally people have had enough. Stop trying to get rid of cars. Stop pushing people away from the CBD. Stop the insane cycle lanes and for all our sake start listening when you are told to cut it out. No one there listens. Read the comments online about the anti car push and cycle lane rubbish. Its pretty clear already. Thank you for your time.</p>			Robert Stanbridge	
36506	<p>Policy 1,Policy 11</p> <p>You want open feedback, listen we we all say we want cheap car parking in the central city then. It's Soo crap that when the Ara parks are gone students have to risk their car getting damaged by parking in a crappy street or paying \$15 a day. Think about students, we are the future and you taking parks away makes it harder for us. If I was to bus it turns a ten minute drive in a car to an hour commute, making it 2 hours a day wasted sitting on the bus. Time is precious.</p>			Annelise Solomon	
36500	<p>I think the goals are admirable and realistically the best way forward. The main thing stopping me (and presumably many others) from using public transport is the lack of desirability to do so. The new teal buses look really good and address one issue with the bus system - the old and run-down buses.</p> <p>When you go to cities around NZ and the world their public transport system seems almost non-stop, whereas here the options are spread too thinly. If you miss a bus on a peak line at a peak time, 15 minutes for the next one is too long to wait - and it's only worse for minor routes. It's also bad getting on a packed bus. Obviously not every bus can be empty and buses can't run two minutes apart at all times, but it feels like that the bare minimum is being put into the public transport system.</p> <p>The council's goals appear to be built on an idea of deterring people from driving and therefore choosing other options - maybe they now need to switch to incentivising people to not drive and to use other options.</p>			Ben McBride	

Submission 37889 - Tim Glasson



Attachment A Item 4

SUBMISSION 37889 – TIM GLASSON
HEREFORD STREET CAR PARK



Item 4

Attachment A

Submission 37991

**Submission on the Draft Christchurch City Parking Policy
22 February 2021:**

Shaun Stockman, Stockman Group Limited:

Level 1, Bonnington House 225 High Street CBD Christchurch

shaun@kpistockman.co.nz

I would like speaking rights please:

Dear Sir/Madam – I submit as follows:

Policy number 3: Improving access for those with restricted mobility.

I don't believe Council have this covered in the CBD in regards on Street parking for people with disabilities in terms of both the number of disabled parks available on the Road, access to the footpath and the condition of the foot paths in general when they get there.

Policy number 4: Management of on-street parking

- Supportive of stricter time limits and increased parking charges. At the moment, it appears that on-street parking is not adequately monitored and enforced. It means that turnover of spaces is not encouraged and some people park without paying for their space, with many of them being staff of the shops, or office tenants juggling parks:

Policy number 11: Policy 9: Support parking for sustainable alternatives to petrol or diesel vehicles, to encourage greater use of these modes:

I don't believe Council have even the basics covered here starting with the options to park a bike safely, and even the number of bike parks available on the footpaths in general is seriously lacking.

Starting with the bike parks with only the bus exchange, and the bus depot having bike parks available with the balance of the CBD having nothing and no other options.

We have a number of tenants that don't bike to work for this reason, we have onsite bike parks in all our CBD buildings but we can't cope with the demand:

There is no provision on Council plans for Street upgrades going forward for **EV stations** – I would encourage you to be creative and forward thinking on this as we currently have the opportunity to do it NOW! **With electric vehicles the future preferred option we need to get this right!**

There are no parks/stands for scooters with a client of our falling over one late December 2020 and taking an ambulance ride I suggest this needs to be looked at.

Policy number 11: Review of role of temporary off-street surface parking lots

- Supportive of the review of the role of temporary off-street surface parking.
- Not supportive of removal of temporary off-street surface parking lots in the near to medium term for the following reasons
 - There has been a huge amount of investment by landowners & businesses in the central city and the city is still regenerating and developing properties post-quake.
 - The businesses in the city need full support of city residents – it is still fragile as it regenerates after the earthquakes and also is missing international tourists as a result of Covid-19.
 - The business community wants to encourage people to come into the city to work, shop and eat and notes that reducing parking options creates a barrier to people coming into the city. Limiting parking options is likely to encourage people to work from home and also to stay away from the central city for shopping/hospitality.
 - There is not currently the demand to build on all the vacant sites. The demand will be organic and will be incremental. If vacant sites are not used for parking until they are developed, the sites could become derelict and a risk to public safety and attract anti-social behaviour (like the anti-social that occurs on the Dandelion site on the corner of Lichfield and Colombo Streets)
 - There were no new office blocks built in the CBD in 2020 (Colliers report)
 - We have 37,7000,00 sqm2 of office space post-quake, with pre quake being 446,000,00.
 - We now have 260, 000, 00 sqm2 of office space in the suburbs this was not measured pre quake.
 - We are now in the CBD at 85% of office stock compared to what we had pre-quake, as stated it is not clear what has been added to the suburb's in the way of office stock but if you add the CBD that's been built at the Air Port I would suggest we are over-supplied for some time to come.
 - I personally feel that both office, and retail demand are full right now, with the City suffering the developments that have occurred post-quake outside of the CBD.
- Supportive of vacant sites used for parking being tidied up so they are tidier and more attractive.
- Supportive of the policy being reviewed again in 5 years' time as the city regenerates.

General comments:

The CBD is still very fragile post-quake after being closed for 2 plus years by the Govt of the day, the outer suburbs got a jump on us in the 2 plus year time period while the suburb's starting building, I feel that we will feel the effect of this for **years to come**.

The CBD IS now just another option on the list! It is no longer the launch pad for commerce as it once was or the centre of Town, and you had to be there.

If not handled and planned correctly now the CBD will become a do-nut City – if you are honest with yourself its close now!

The work from home movement (post Covid)is effecting both office and retail/food businesses in the CBD.

Both Govt and Corporate tenants work at a level above when we are in Covid levels, they further encourage staff to work at home, and have re-rosted staff on a long term basis to do so.

Stockman Group have a number of small office clients (95) who rely on affordable parking options with an office at say \$225.00 per week (3 people) and parking currently \$25 - \$40 per week for an on grade temp shingle car-park verses a car-park building circa \$65.00 plus per week, the car-park will become close to or more than their rent for their office quickly, and the work from home/suburban option again option is looking good.

Equally KPI Rothschild's largest office client is Leighs Construction who are a tier one Christchurch based leading National construction company, who have a car-park for their staff on the Manchester/Lichfield corner. (I don't own this car-park)

For clarity I don't own/operate any car-parks.

They can't operate without the car-park close to the office as they have staff such as PM-S QS-S Site Foreman coming and going all day.

There only option will be to move to the likes of the Air-Port which is great for the landlord there but not great for the CBD as their 70 plus staff all form part of the economy in the CBD.

At this stage of the game in my view to take away on-grade car-parks will have a devastating impact on the CBD and its future.

To do so will hugely benefit the owners of the Car-parks at everyone else's cost.

Shaun Stockman  22 February 2021

Director

Cell 021899623
DDI 03 9774987

Submission 37974

Submission to Christchurch City Council

on the Draft Central City Parking Policy

date 22nd February 2021.

by Innovation Carpark Limited and Studio D4 Limited; by Patrick Fontein

1. Comments on goals we've identified

We are broadly supportive of Policies 1 to 10, excepting parking Enforcement. We want to focus most of this submission on Policy 11.

2. Comments on Individual Policies

2.1 Parking Rules Enforcement.

- a. We are very concerned with the inadequate parking enforcement provided by Council
- b. This is acknowledged by Council on page 10 of the additional information, that supports the Draft Central City Parking Policy: "... it is too expensive to enforce all parking restrictions and anecdotally we are aware of some non compliance."
- c. With respect, this is a massive under-statement. We see first hand every day, widespread non-compliance of parking rules. People park illegally with the primary reason, that non enforcement means they will get away with it.
- d. People park in laneways that are forbidden for carparking, see the attached photos, in Appendix 1. These cars illegally park every day in the laneways surrounding Ash St / Nurseryman Lane / Poplar Lane etc. It is the same cars every day. They know there is no enforcement, so they just park there illegally. On many occasions the illegally parked cars are directly across from our carpark entry, making a 3 point turn required for people exiting our Carpark.
- e. Many of the streets east of Manchester St have P60 or P120, but with almost no enforcement most people park for free all day.
- f. **Council should provide extra resource to Parking Rules Enforcement. This would provide substantial extra revenue for Council.** E.g. a Council Parking Enforcement Officer may be paid \$25-30/hr, but if they write \$200-300 of tickets per hour, this is a major windfall for Council. **The Laneways would be clear as they are intended and the street-side carparks would then be able to be used as intended. A Win-Win for the City.**

2.2 Policy 11. Review the role of temporary off-street surface parking lots.

- a. Page 16 of the Draft Central City Parking Policy states the legal status of these temporary off-street surface parking lots. "..., permits will expire when the relevant Order in Council is revoked on 30 June 2021."
- b. There is a lot of subjectivity on the advantages and disadvantages of the temporary off-street surface parking lots (TOSSPL). There appears to be a vocal majority of people who "like the idea of someone else providing something for free or cheap", with almost no thought given to the consequences of this.
- c. Below we will highlight the issues with Council continuing to allow the TOSSPL to operate.

- i. It's continued use "prevents those sites from getting rebuilt". ie the City looks crappy and half built
 - ii. The dust, untidiness and nuisance the gravel sites create (stones from the sites onto the footpaths etc)
 - iii. It discourages efficient use of public transport (ie parking a car is cheaper than taking a Bus)
 - iv. It is unfair competition for Private Multi-storey Carpark Investors. The TOSSPL were never envisaged to still be operating in 2021 when these private investors committed substantial funds to assist the Christchurch City Centre re-build in 2013 - 2014.
- d. I will highlight specific examples in relation to the above 4 points, based on direct experience.
- e. ***The continued use of TOSSPL "prevents those sites from getting rebuilt". ie the City looks crappy and half built.***
 - i. Studio D4 has developed all of the properties bounded by Tuam / Madras / Lichfield and Ash St's. Properties include the Vodafone and Kathmandu buildings, Dux Central, Lichfield Lanes and the SALT District Carpark. A Total investment in the area of circa \$150m.
 - ii. When our company first looked at buying the land for the Vodafone building in 2013-2014, we looked at a number of sites in the Innovation Precinct area, including the "Hi-Para" site on the corner of Ash St and High St. We placed conditional contracts on 3 sites, which included the Hi-Para site, at \$2,500/m2. ie in 2014 the Hi-Para site owners were prepared to sell their land for development at \$2,500/m2
 - iii. The 213 Tuam St site ended up being more suitable for Vodafone, and we ended up buying those sites for the Vodafone project.
 - iv. In late 2015-early 2016, SD4 was working with Colliers as an anchor tenant in a new building. Colliers liked the evolving area and being next to Dux Central and Vodafone suited them, so the Hi-Para site became the preferred site for the entire Colliers Christchurch / Canterbury operation as a 1,600m2 tenant and retail on the ground floor.
 - v. In early 2016, we provided a conditional contract to Paul Bradley for the Hi-Para site at the same \$2,500/m2, that they accepted in 2014. After some deliberation Paul Bradley stated the asking price was now increased to \$3,000/m2. We were surprised at this, but as Hamish Doig liked the Hi-Para site, SD4 and Colliers engaged MAP Architects and we designed a scheme for the Hi-Para site. The MAP scheme worked well, and Colliers were prepared to pay the increased rental the higher land price was now requiring, to make the project feasibility work. We offered Paul Bradley \$3,000/m2 in July 2016, saying we were nearly there with Colliers as anchor tenant, and the conditional period would be short. Another Christchurch vacant site would be built on.
 - vi. After some deliberation, Paul Bradley eventually came back to us, and said the \$3,000/m2 that had been verbally agreed to some months ago, would now be \$4,000/m2. We were shocked. We had spent some months working on a development scheme, and all of a sudden the asking land price had shot up from \$3,000 to \$4,000/m2. Why the sudden jump??
 - vii. The Vodafone building was completed in May-June 2016, and Council had just approved an extension of the gravel pit carparking by 5 years, and Wilsons Parking had offered the Hi-Para site owners and 3 other sites that Paul Bradley and Jon Webb controlled at 130-142 Lichfield St, a lease to

- provide gravel carparking. These sites totalling some 3,000m² could house 80-90 cars on the gravel sites, and the change from Paul Bradley getting no income on the gravel sites, to now getting circa \$100k of income, had changed his “investment fundamentals” for these sites. Rather than selling the sites to SD4 for a new development, Paul Bradley said he would now “sit” on the sites, being quite content with the Wilsons parking income on the gravel sites, unless “you make it worth my while”, meaning we would need to be prepared to offer \$4,000/m². A huge amount of effort on SD4’s part, trying to get a new build development away on the Hi-Para site, down the gurglar!!
- viii. The Council extension of the Gravel Pit carparking consents from 2016 through to 2021, has increased the “perceived value” of the Hi-Para site to the owners from \$3,000 to \$4,000/m² and has made this site too expensive to make new development work.

f. *The dust, untidiness and nuisance the gravel sites create (stones from the sites onto the footpaths etc).*

- i. The above paragraphs highlights how frustrated SD4 are with the Hi-Para and 130-142 Lichfield St gravel sites, and their use as gravel carparks.
- ii. What makes this even worse for one of our property companies who owned the Dux Central building from 2014-2018, was the dust that constantly blows off these sites, when there is a Christchurch Nor-Wester wind.
- iii. The Dux Central ground courtyard and L1 deck is perfectly positioned for the afternoon-evening sun. The Nor-wester provides a nice warm wind which is perfect to bring in the crowds for these outdoor areas. The problem is when the Nor-Wester is stronger than a light breeze, the Nor-Wester whips up a huge amount of dust from the gravel sites immediately adjacent. On numerous occasions Richard Sinke has become hugely frustrated that all the dust means up to 100 patrons can’t use the decks. This has happened on numerous occasions. At a time when people should be enjoying the Christchurch afternoon warmth and sun, the dust on the adjoining gravel sites wreck all of this!

g. *It discourages efficient use of public transport (ie parking a car is cheaper than taking a Bus).*

- i. In most major cities worldwide, most of the lower-mid paid city centre workers take public transport to travel from their suburban houses to their inner city work-places.
- ii. The Christchurch Blueprint Plan has a major Bus Interchange as a key part of it’s Infrastructure. This Public Investment of \$40m + was completed quickly and was operational before the Vodafone building was completed in 2016.
- iii. Vodafone has many low-medium paid workers, and the Bus Interchange is circa 300m from the Vodafone building. A short 3-4 min walk. Perfect for many Vodafone workers to catch the bus, you would think?
- iv. SD4 are very closed to Vodafone, and the Vodafone ChCh Management have carried out a series of surveys on how their staff travel to work. A staggering 80% travel to the City Centre by Car. Why do the low paid workers not take public transport??
- v. Answer: the cost of car-parking is cheaper than taking the Bus! A Zone 1 Single Bus ticket (with a Metrocard discount) is \$2.65, so \$5.30 return, per day. That is more expensive than the gravel sites, where you can park for

circa \$5/day. Zone 2 Return Bus Ticket (with Metrocard) is \$7.70, and Zone 3 \$9.40.

- vi. What economists world-wide know: unless public transport is cheaper than driving and parking, it's very hard to get people out of their cars!

h. *It is unfair competition for Private Multi-storey Carpark Investors. The TOSSPL were never envisaged to still be operating in 2021 when these private investors committed substantial funds to assist the Christchurch City Centre re-build in 2013 - 2014.*

- i. When the 5 main Christchurch City Centre carpark owners (Ngai Tahu, Antony Gough, Philip Carter, Tim Glasson and ourselves) chose to invest substantial \$ on inner city carpark buildings, it was on the basis of all the available Government sector promises in relation to the City Centre re-build in 2013 – 2014.
- ii. In any industry, private sector investment is based on confidence and surety of the operating environment. Investors absolutely hate uncertainty, and broken promises. The above highlights the catastrophic impact that the gravel pit carparking Council changes (ie extending this from 2016 to 2021) have had on the City Centre and property investment confidence in 2016 – 2021.
- iii. If Christchurch is to attract new investment to rebuild the Christchurch City Centre in 2021 and beyond, fairness must prevail. Companies like ours will not spend any further time and \$ on feasibility studies in Christchurch City Centre sites (eg the Hi-Para site), until the distorted effect of the gravel site parking income these owners are artificially receiving, is removed.

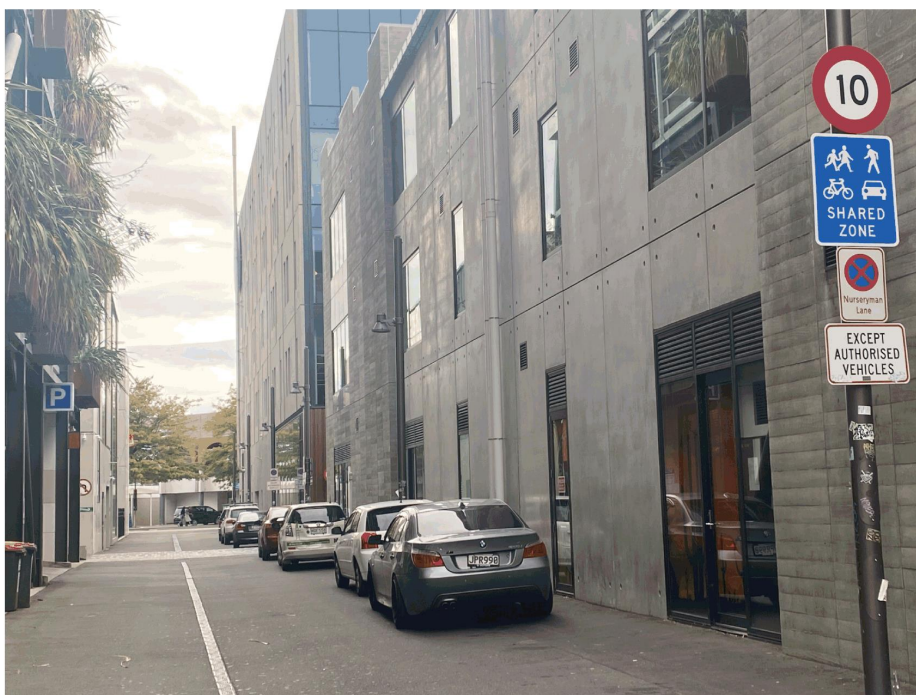
j. *So are there enough Multi-storey Carparks available for parkers?*

- a. Attached in Appendix 2 is a City Centre Street Plan, with the 5 privately owned multi-storey carparks, plus the Council's Lichfield St site, with a 200m radius shown from the Carparks. All of these carparks have ample availability for carparks. i.e. we are all far from full, except at times the Council's carpark, when Council offers free or very cheap car-parking rates. All areas within 200m of a multi-storey carpark have ample availability.
- b. Auckland and Wellington's all day multi-storey car-parking rates are between \$25-40 / day. In Christchurch, the "break even" carparking daily rate is \$13-15/day. At less than \$10/day, Carpark owners are losing. When the cost of a daily carpark in the Christchurch City Centre moves from the current \$5-8/day to \$10-15/day, there will be a strong shift of people from driving to their City Centre workplace, to public transport or walking / cycling. This is what happens in all major Cities worldwide. This is what needs to happen in Christchurch, to increase public transport patronage for commuters. Greater enforcement of parking rules will free up many street-side parking spots for P60 and P120 shoppers and visitors to the City Centre, and "fair charging and enforcement by Council" will also mean increased demand for short term parking in the multi-storey carpark buildings. (Note our SALT District carpark building currently has very minimal demand for Casual short term parking).
- c. In locations where multi-storey carpark buildings have not (or not yet) been provided, eg areas North of the Cathedral, it is obvious there are no multi-storey carparking alternatives. This is where the 200m from a publicly available multi-storey carpark building seems reasonable.

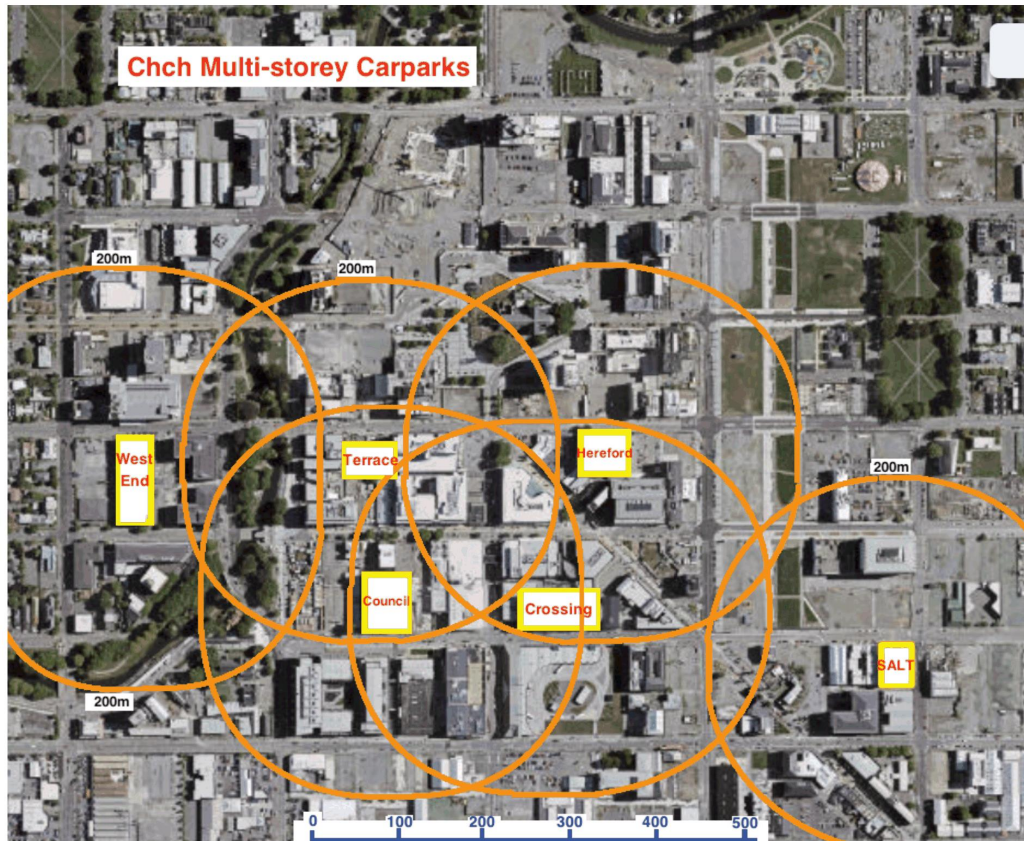
- k. **Further supporting evidence for our suggestions.** Nick Lovett and Brendon Harre have carried out substantial detailed analysis of the economic effects of low priced city centre carparking, the Christchurch gravel sites and other related issues. Links to these are highlighted below. I will not duplicate their comments, suffice to say, there is a total distortion in the market place with the gravel carparks, and the benefits do not go to those intended.
- a. <https://tuesdayclub.nz/last-week-nick-lovett-and-brendon-harre/>
 - b. <https://www.greaterauckland.org.nz/2020/06/23/from-ugly-car-parks-to-loved-buildings/>
 - c. <https://brendon-harre.medium.com/saving-christchurchs-cbd-dc0ea72d27e>
- l. **Studio D4 Proposals to Council on the temporary off-street surface parking lots (TOSSPL).** We propose that Council adopts the following:
- “ The Council Consent for temporary off-street surface parking lots will lapse on 30th June 2021, if a site is within 200 metres of a publicly available multi-storey carpark building.”**
- Whilst we have no firm views on what should happen for sites greater than 200m away from multi-storey carpark buildings, we suggest that greater Council discretion be applied to these sites, on whether the gravel pit parking should be allowed to continue.
- m. **I wish to make a presentation in person to Council at Council Hearings in support of this submission.**

Patrick Fontein, 22nd February 2021.

Appendix 1. Cars illegally parked constantly due to non-enforcement



Appendix 2. Christchurch Multi-Storey Carparks and 200m Radius



Submission 38373

**Late Submission: Christchurch Central City Parking Policy
On behalf of the Victoria Neighbourhood Association Inc**

- Submitted by Marjorie Manthei (VNA Contact Person) on 4 March 2021
- The VNA requests a speaking slot at the hearing

(1) Introduction

The Victoria Neighbourhood Association (one of the residents' groups in the Central City) has discussed parking and related traffic issues many times over the past 5 – 10 years. Some of the comments below are based on those discussions, which we believe are relevant to the current consideration of the CCC's draft Parking Policy.

We consulted with available VNA members about the draft Policy, but had planned to attend the 18/2/21 meeting organised particularly for central city residents before consulting with the wider group and completing our submission. Unfortunately, that meeting had to be cancelled due to Level 2 restrictions.

(2) Comments from the Victoria Neighbourhood Association (VNA)

2.1 Parking and related issues are of great interest to our members and other residents in this neighbourhood. We have made submissions on this topic several times, including reference to parking and traffic in other submissions as well (e.g. Long-Term Plans).

2.2 We recognise

- (i) the impact of emissions on climate change and, therefore, the urgent need to reduce reliance on cars;
- (ii) the relationship between more motorways and increased traffic;
- (iii) the reasons for not requiring off-street parking, especially within the Central City;
- (iv) the desire to reduce congestion from outlying areas into the Central City (and, consequently, reducing the number of cars parking on residential streets all day).

2.3 All of the above have unintended consequences, especially if there are any inconsistencies across policies or if any of the effects are overlooked. We believe this is one of the problems with the current draft Parking Policy. Examples are given below.

2.4 Emissions: Some aspects of the Parking Policy focus on emissions, but the overall inconsistencies re how the overall traffic issues are handled—not all of which are under CCC's control—probably means this policy will have little impact on emissions.

Example: The new Northern motorway will encourage more traffic from northern suburbs into the Central City (same as for the Southern motorway). Result will be (a) more cars on the road and (b) more parking issues, especially on residential streets north of the CBD.

Although the Policy currently being looked at focusses on parking, unless there's reference to the wider issue re the number of cars trying to find parks, we have little confidence in the effectiveness of any policy change.

VNA's perspective: We have advocated for light rail (instead of more roads) and improvements to other forms of public transport in many of our previous submissions. It's time to say this again: Unless we bite the bullet re public transport—especially light rail—problems related to traffic and parking will continue to increase.

2.5 Shuttle bus: Efficient ways for people to travel within the Central City is also part of the puzzle. If Central City residents and those travelling to the Central City had an easy-to-use, regular, off/on public

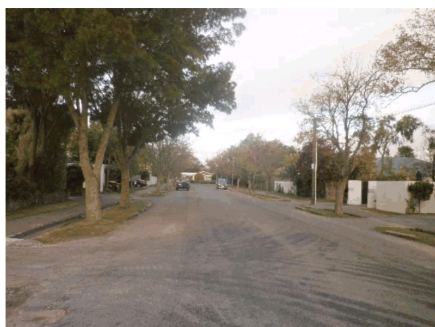
transport option—such as the much-missed **Shuttle Bus**—this would alleviate not only some of the traffic problems, but also reduce the need for parking spots. Our consultation has confirmed that we no longer expect this to be free, as long as it is relatively inexpensive and simple to understand (e.g. ‘gold coin’, regardless of length of trip). We also know that the unnecessary and inoperable overlap between the CCC and E-Can on matters related to transport is one of the problems, but a solution needs to be found for any policy to work.

2.5 Cycleways: The improved cycleways have been very successful in our experience. We applaud the CCC for being staunch on this.

2.5 Off-street parking: We have several examples in our own neighbourhood of the impact of the new rule not requiring any off-street parking. One such example is a new 6-unit complex on Gracefield Avenue, with no off-street parking—not even a parking bay for tradespeople.

Effects:

- (i) No reduction in number of cars (there are 3 occupied units, with either 3 or 4 cars (at least 2 of the units are used for Short Term Rentals, presumably without consent, which brings in more cars).
- (ii) Whereas Gracefield Ave & nearby streets have always been used by commuters, with no empty spaces from 7:30 am – 5:30pm, there used to be plenty of spaces for those living here & their visitors in the evenings and on weekends. This is no longer the case and is becoming worse. *See photos below.*



Gracefield Avenue mid-evening 2017



Gracefield Ave, same area, mid-evening 2021

- (iii) Another unintended consequence is how residents with e-cars charge them. One of the residents in these units runs a cord from the cat-door, across front lawn and footpath, across the grass verge on Gracefield Ave to her car. This is probably illegal, and certainly unsafe. As more people buy e-cars—as promoted by CCC and anyone else concerned about emissions—this will become even more of a problem.
 - (iv) Because there often are no parking bays either, tradespeople end up double parking on the street or pull into any unoccupied neighbour’s drive, which already has caused some irritation related to the above example.
- 2.6 P 120 restrictions: We have discussed this several times and were never satisfied that it would have the desired effect in neighbourhoods such as ours. However, the introduction of the ‘street-by-street’ approach (with the 25-50% guideline) might help. It should deter commuters parking on residential (unmetered) streets—but whether it would encourage them to use other transport options is still questionable. For residential streets in the Central City, which tend to be only 1 or 2 blocks long, narrow & densely populated, a better approach would be to have the P120 designation only on weekdays between 7:30am – 5:30pm. Otherwise, residents on those streets (and their visitors) are disadvantaged.

- 2.6 Resident-only paid exemptions: Although at first this seemed a reasonable approach, considered alongside the trend of no off-street parking for new residential developments in the Central City, we have some concerns: (i) it benefits the developers more than the buyers or current residents and (ii) people living in (or Short-term Rental visitors) end up storing their cars on the road, which doesn't solve the problem either. However, if on very short streets, the percentage of exemptions granted was also controlled, this could work.
- 2.7 Resident-only parking: We agree that no new resident-only parks be granted.

Submission 38133

DRAFT CHRISTCHURCH CENTRAL CITY PARKING POLICY

FEEDBACK FROM ARA INSTITUTE OF CANTERBURY LTD

TO Attn: Philippa Upton
Public Information and Participation Unit
Christchurch City Council
PO Box 73016
CHRISTCHURCH 8154

Via email: engagement@ccc.govt.nz

FEEDBACK BY: Ara Institute of Canterbury Ltd (Ara)

SUBMISSION ON: Draft Christchurch Central City Parking Policy

ADDRESS: Ara Institute of Canterbury
PO Box 540
CHRISTCHURCH

Attention: Grant McPhail

Please note the different address for service below

INTRODUCTION

1. This feedback is made by Ara Institute of Canterbury Ltd (Ara) on the Christchurch City Council's (the Council) Draft Christchurch Central City Parking Policy (the Draft Policy).
2. Ara has reviewed the consultation documents, including the summary of feedback from residents and business groups, background information and data about the policy and the additional information to support the Draft Policy.

STATEMENT OF INTEREST AND BACKGROUND

3. Ara is one of New Zealand's largest tertiary institutions, with facilities in Christchurch, Ashburton, Timaru and Waitaki Districts.
4. Ara specialises in applied tertiary training. Subject courses include business, engineering, architecture, nursing, creative arts, hospitality, computing, science, languages, outdoor education, and broadcasting among others.
5. Ara provides tertiary education for approximately 7,000 FTE students per annum and employs approximately 1,000 staff.

6. The main campus, and the facility that accommodates the majority of Ara's administrative functions, is located within Christchurch Central City, occupying the entire city block defined by Moorhouse Avenue, Madras Street, St Asaph Street, Ferry Road and Barbadoes Street.
7. Ara delivers high quality tertiary education services. As part of its ongoing commitment to the delivery of such services it has, over the years, invested heavily in additional infrastructure so as to provide the best facilities for staff and students and to strengthen the institution as a desirable, functional and effective educator.

FEEDBACK ON THE DRAFT CHRISTCHURCH CENTRAL CITY PARKING POLICY

8. Ara does not oppose the intent of the Draft Policy. Rather, Ara is concerned that the Draft Policy does not adequately acknowledge the reliance of on-street parking by Ara staff and students. In particular, many students have access to private vehicles which they use to attend lectures, undertake practical course components and engage in individual study on campus grounds. Ara has a mix of part time and full-time students which has a consequential impact on car parking demand, turnover and the time that students are on site. In addition, a significant number of students undertake practical experience in the workplace alongside their on-campus learning. This necessitates the need for flexibility in access to the campus environments, as many learners will be coming to and from a workplace throughout the day. Alternative public transport options do not always align to these requirements. Overall, this results in a dynamic campus environment with consequential variability in parking demand both on site and on street.
9. While car parking is available on campus grounds, there remains a reliance for on-street parking by staff and students for the reasons outlined above. This is a reflection of the nature of parking demand for Ara, in particular the high turnover of parking spaces, variable demand throughout the year and variable demand depending upon student profile. This unusual situation is not adequately reflected in either Policy 1 (General prioritisation of on-street space) or Policy 2 (Considerations to guide a departure from prioritisation under Policy 1). As a consequence, it potentially will not be considered in future decisions regarding the availability or provision of on-street parking in proximity of the campus. This raises potential safety concerns for staff and students if they have to access car parks at night that are remote from the campus.
10. To address the above concerns, Ara seeks amendments to Policy 1 and Policy 2 as set out below.

RELIEF SOUGHT

11. Ara seeks amendments to Policy 1 and Policy 2 which will acknowledge the existing reliance of on-street parking for established educational activities. Ara seeks that the following (underlined) be incorporated as set out below:

Policy 1: General prioritisation of on-street space

12. Including the following additional words along side safety where it appears in the "Commercial Central City mixed use" column of the Table:

- Safety, including provision for on-street parking spaces in close proximity to established educational facilities to maintain public safety.

13. Add an explanation of safety be provided and include the following statement:

- Explanation of safety
Safety includes the provision of on-street parking which is accessible by staff and students in close proximity to established educational facilities that will avoid undue risk of accessing remote parking spaces during hours of darkness.

Policy 2: Considerations to guide a departure from prioritisation under Policy 1

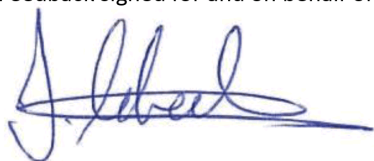
14. Including the additional assessment matter under Policy 2:

- **Safety**
Consider any change in the use of on-street parking that may increase or reduce public safety.

HEARING

15. Ara wishes to be heard in support of its submission.

Feedback signed for and on behalf of Ara



John Scheele
Senior Consultant Planner
027 2339 342

john@rmgroup.co.nz

Resource Management Group Limited
22 February 2021

Address for Service:

Ara Institute of Canterbury Ltd
C/- Resource Management Group Limited
PO Box 908, Christchurch Box Lobby
CHRISTCHURCH 8140

Attn: John Scheele

Submission 38132

Draft Christchurch Central City Parking Policy
Feedback from Orion New Zealand Limited

TO: Attn: Philippa Upton
Public Information and Participation Unit
Christchurch City Council
PO Box 73016
Christchurch 8154

Submitted by email: engagement@ccc.govt.nz

FEEDBACK BY: Orion New Zealand Limited

ADDRESS: Orion New Zealand Limited
PO Box 13896
Christchurch 8141

Please note the different address for service below.

INTRODUCTION

1. This feedback is made by Orion New Zealand Limited (Orion) on the Christchurch City Council's (the Council's) Draft Central City Parking Policy (the Draft Policy).

STATEMENT OF INTEREST AND BACKGROUND

2. Orion owns and operates the electricity distribution network covering approximately 8000 square kilometres across Christchurch and central Canterbury between the Waimakariri and Rakaia Rivers.
3. Christchurch City Holdings Limited (owned by the Christchurch City Council) owns 89% of Orion and the Selwyn District Council owns the other 11%.
4. Orion distributes electricity from the national grid (owned and operated by Transpower) to service approximately 204,000 homes and businesses, and plays a central role in the electricity industry providing both essential support and lifeline services for the electricity market and critical infrastructure.
5. Broadly, Orion's electricity distribution network comprises underground cables, overhead lines, substations/transformers/kiosks, electricity structures (poles/pylons, earth rods and associated buildings) and access tracks. Orion is responsible for the installation, maintenance, repair and upgrade of the electricity network.

FEEDBACK ON THE DRAFT CENTRAL CITY PARKING POLICY

6. Orion is not opposed to the Draft Policy. Rather, Orion has two primary concerns that require further engagement with the Christchurch City Council and these relate to the disregard within the Draft Policy of the role that parking plays for essential service providers like Orion. The second issue is around accessibility and the ability for Orion to access infrastructure for repair, operational and maintenance purposes. These issues are both discussed further as follows:

- Issue One- Disregard for essential service providers/lifeline utilities

Both the goals and draft policies do not address or recognise the role that parking plays for essential service providers/lifeline utilities like Orion. Nowhere in the consultation draft is there any reference to essential service providers/lifeline utility providers and their associated vehicle access and parking requirements. Policy 1 lists "Safety" as the number 1 priority for the prioritisation of on-street space, however it is unclear what this is intended to cover and whether it covers Orion as a lifeline utility.

- Issue Two – Accessibility

Orion is concerned that the Draft Policy does not provide recognition that Orion and other essential service providers/lifeline utilities need the ability to directly access infrastructure for repair, operational and maintenance purposes. This is particularly so for roadside cabinets and substations located throughout the central city where street side car parking and/or vehicle access is to be restricted. While commercial, residential and recreational users of the CBD have the option to use alternative means of transport to access the area, Orion network operators and service personnel do not. Individual vehicles are a critical part of Orion's operation, and they must be able to park vehicles alongside their network assets that are located throughout the CBD. Orion note, it is often not possible to park away from network assets or a worksite, and then walk to them given specialised equipment is often required, and activities often are required to be undertaken as a matter of urgency. Therefore, in some cases, utility vehicles will park directly beside infrastructure assets in pedestrianised areas or spaces, and / or in locations otherwise not designed for parking. In some instances, the adequate provision of on-street parking throughout the CBD could reduce the need for utility operators to park in this manner.

Inadequate on-street parking for essential service vehicles throughout the CBD has a significant adverse impact on, Orion's ability to carry out the critical network operation and maintenance activities that support and enable all other activities within the CBD. Consequently, where access to Orion's infrastructure is impeded or restricted and there is insufficient on-street parking

available, maintenance activities by Orion or its contractors may necessitate road lane closures for routine works in accordance with established traffic management processes. This can come with significant costs and inconvenience to CBD businesses, residents, and other users, as well as Orion. In any event, in emergency situations this would not be able to be anticipated in advance and planned for.

SUGGESTED RELIEF

7. Orion seeks that there be recognition and acknowledgement within Policy 1 for lifeline utility operators and essential services and their need for adequate on-street parking and access to infrastructure. Orion seek that the following (underlined) be incorporated in to Policy 1: General prioritisation of on-street space:

- Table: include the following additional words alongside safety:
 - Safety including provision for on street parking for essential services and lifeline utility operators.
- Orion seek that an explanation of safety be provided and include the following:
 - Explanation of safety:
Safety includes provision of on street parking for essential services and lifeline utility providers who are required to undertake critical operational and maintenance activities throughout the central city.

Orion wishes to be heard in support of this submission.

Feedback signed for and on behalf of Orion New Zealand Limited



Melanie Foote
Senior Consultant



Resource Management Group Ltd
Authorised agent for, and on behalf of Orion NZ Ltd
22nd February 2021

Address for service of person making the submission:

Orion NZ Ltd
C/- Resource Management Group Limited
PO Box 908 Christchurch Box Lobby
CHRISTCHURCH 8140

Attention: Melanie Foote
Telephone: 021 959 295
Email: melanie@rmgroup.co.nz



Submission 38131



Canterbury/West Coast District NZ Automobile Association

February 22, 2021

CENTRAL CITY PARKING POLICY SUBMISSION

The Canterbury West Coast District Council of NZAA appreciates the opportunity to contribute to the determination of the Christchurch Central City Parking Policy on behalf of our 236,000 members.

We concur with the views of the policy team that more research is required to establish how continuing use or the progressive loss of the temporary parking on abandoned building sites will impact on both all day commuters and short term visitors. There is indeed a need to improve the quality of the data available so sensible evidence-based decisions can be made to shape the central city for the longer term.

In our view more detailed data and extensive consideration of how the desired objectives should be achieved could prevent short-sighted faulty and damaging solutions to the real or imagined issues being imposed prematurely. The factors to be considered are far wider than is covered by the data included in the draft. Our concern is that the proposed changes to parking provisions in the CBD have the potential to further complicate the difficult issues which remain to be satisfactorily addressed.

With around 85 per cent of Canterbury residents still dependent on the private car we are concerned that their access to the central city will be further limited by the provisions of this plan and the resulting further reductions in both kerbside and off-street parking. Despite the widespread public enthusiasm for cycling with 84 per cent of our members supporting development of more cycleways and biking facilities, our surveys also confirm that for 78 per cent using a bicycle for transport would be hard or impossible.

According to the traffic screenline surveys undertaken by the Canterbury United Council back in the 1980's peak morning traffic flows totalled more than 40,000 vehicles an hour with two thirds cars and 13 per cent cyclists. For morning commuters in the 1980s the preferred travel mode was cars 65 per cent, bus 9.4 per cent, and cycles 10 per cent.

After 35 years of multi-million dollar transport projects designed to reduce dependency on private cars, promote public transport, and improve accessibility for cyclists and pedestrians currently available data shows the flows of cyclists and bus passengers into the CBD have dropped by more two thirds, and pedestrian shopper counts in the retail areas have been reduced to a fraction of the numbers recorded in previous decades. Yet 69 per cent of central city workers now arrive by car, truck or van.

While the causation of any apparent decline cannot be directly attributed to current parking policies we suggest they have been a factor, and we submit proposals specifically aimed at increasing the investment returns of private developers by further increasing already existing shortages of parking spaces in the CBD will not improve the overall economic or environmental wellbeing of the Canterbury community.

If the target of 85 per cent occupancy is achieved there will be periods when all spaces are full depriving potential visitors to the central city of the accessibility they expected. Research has shown that in larger cities car owners actually travel more miles looking for parking places than reaching where they want to go.

While Christchurch remains a relatively small city NZTA data on congestion levels, fuel usage and CO2 emissions suggests such transport inefficiencies are becoming more prevalent as a possible result of the reductions in available parking. For example, people visiting the hospital report circulating the block for up to half an hour or more to find a park or relying on relatives to make two trips to drop them off and pick them up.

Though we have very little up-to-date data, anecdotal reports from our members suggest the reduced availability of parking is discouraging car owning shoppers who increasingly perceive the “accessible city” as the “avoidable city” with predictable consequences for central city retailers. We are also concerned that the parking policy proposals do not appear to take into account how the demand for parking will be impacted if or when the convention centre, sports centre and other currently unoccupied premises come into use.

To further assist the council we are requesting help from our Motoring Affairs team to expand on the data on which this submission has been based and request the opportunity to be heard in support.

Yours faithfully



Roy Hughes
Chairman Canterbury West Coast District Council

Submission 37958

Property Council
New Zealand



22 February 2021

Christchurch City Council
PO Box 73012
Christchurch 8154

Via website: <https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/377>

PROPERTY COUNCIL NEW ZEALAND SUBMISSION ON CHRISTCHURCH CITY COUNCIL'S DRAFT CENTRAL CITY CAR PARKING POLICY

1. Recommendations

- 1.1 Property Council New Zealand (Property Council) supports the Christchurch City Council's (the Council) Draft Central City Car Parking Policy with the following recommendations:
- A focus on enforcement and need should guide decisions in policies one and two;
 - An amendment to Policy 4 to remove some restrictions in relation to high demand parking areas;
 - Council considering ownership of its parking assets and divesting them;
 - Balancing sustainable alternatives alongside individual needs and demands of commercial and industrial workspaces in the CBD;
 - Closing temporary off-street surface parking where they are within a 200m radius of a parking building.

2. Introduction

- 2.1 Property Council welcomes the opportunity to submit on the Council's Draft Central City Parking Policy.
- 2.2 Property Council's purpose is "Together, shaping cities where communities thrive". We believe in the creation and retention of well-designed, functional and sustainable built environments which contribute to New Zealand's overall prosperity. We support legislation that provides a framework to enhance economic growth, development, liveability and growing communities.
- 2.3 Property is currently New Zealand's largest industry with a direct contribution to GDP of \$29.8 billion (13 per cent). The property sector is a foundation of New Zealand's economy and caters for growth by developing, building and owning all types of property.
- 2.4 Property Council is the leading not-for-profit advocate for New Zealand's largest industry - property. Connecting people from throughout the country and across all property disciplines is what makes our organisation unique. We connect over 10,000 property professionals, championing the interests of over 600 member companies who have a collective \$50 billion investment in New Zealand property.

SOUTH ISLAND BRANCH

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E joanna@propertynz.co.nz propertynz.co.nz

Corporate Sponsors



3. Overview

- 3.1 Traffic flow and car parking is critical to residential, commercial and industrial property throughout the CBD and surrounds. The Property Council welcomes the Council's intention to focus the draft car parking policy on the following goals:
- Promote 85% occupancy of parking spaces in the central city at peak times
 - Support high amenity off-street parking that makes efficient use of space
 - Support greenhouse gas emissions reduction targets
 - Support a vibrant, people-friendly, central city
 - Improve Council's parking data and information
- 3.2 We acknowledge the need to balance competing demands on limited on-street space, and the need to differentiate between central core and wider central city parking issues and needs. This also must be balanced with safety, public access and commercial viability.
- 3.3 Property Council has members from many different competing interests, so we have balanced our recommendations alongside the various different perspectives from within our membership.

4. Policies 1 and 2: General prioritisation of on-street space and variations of those priorities

- 4.1 Property Council supports the intent of both Policy 1 and Policy 2 relating to on-street parking. The prioritisation of spaces in the Commercial Central City Business, Commercial Central City mixed use and Residential Central City areas to ensure appropriate access. Property Council submits that Council should generally prioritise short stay visitors over commuters using free all-day spaces to encourage activity within the CBD. We believe meeting the target of 85 per cent occupancy of parking spaces in the central city at peak times can be met by enforcing this priority.
- 4.2 We submit that Council's enforcement will be critical to the success of this prioritisation, and to ensure the rules are followed. Property Council is interested in understanding whether the Council has any plans to enhance enforcement through current mechanisms or alternative solutions.
- 4.3 Property Council agrees with the exemption of special purpose areas from Policy 1 for the streets identified on page four of the draft consultation paper.
- 4.4 Property Council supports the considerations to guide a departure from prioritisation under Policy 1. As a starting point, we believe one size cannot fit all and that departures from prioritisation will need to be met to ensure Council meets its stated goals. Property Council would like clarification of whether the considerations are in priority order or general considerations.
- 4.5 Property Council would submit any consideration to depart from Policy 1 priorities should focus on the direct needs of both customers and building occupiers rather than a rigid hierarchy of considerations. Different sections of the CBD will require different priorities, and the Council's parking policy should reflect that need to be flexible.

5. Policy 3: Improving access for those with restricted mobility

- 5.1 Property Council supports improving access for those with restricted mobility, though we would like to see more communication given to those who need access on the spaces and zones available presently.

6. Policy 4: Apply parking management criteria in areas of high demand

- 6.1 Property Council recommends an amendment to when applying parking management criteria in areas of high demand in the Commercial Central City Business, Commercial Central City mixed use and Residential Central City areas.
- 6.2 We recommend removing unrestricted on-street parking for most of the CBD. As a default position, we support a maximum 120-minute stay for Commercial Central City Business Commercial Central City mixed use Residential Central City areas when occupancy of unrestricted on-street parking regularly exceeds 85% at peak times. For other areas, the maximum should be 180 minutes. This aligns with our belief that short stay and visitor parking should be prioritised over commuters and other long stay visitors. This also aligns with Council's summary feedback that commuter parking was generally considered the lowest priority for on-street space.
- 6.3 If Council does not support this recommendation, we would like Council to consider whether a blanket P120 maximum could be applied to all parking areas. This could be limited to business hours, or slightly relaxed on weekends and evenings.
- 6.4 Property Council supports the Council's policy intent for areas where occupancy of time restricted spaces regularly exceeds 85% at peak times, and when occupancy of paid parking in on-street spaces regularly exceeds 85% at peak times.

7. Policy 7: Council providing off street parking

- 7.1 Property Council supports the Council's intention to not generally provide off-street parking as part of their services. As noted, following the 2011 earthquake, the Council had an agreement with the Crown to replace the capacity of the parking buildings lost in the earthquakes to support the immediate recovery of the central city. This involved contributing to build of the Crossing and Lichfield car parking buildings, with the Council now operating the Lichfield and Art Gallery buildings with around 900 spaces. Almost a decade on, it is natural this agreement and service might change.
- 7.2 As many in the City will know, since 2011 privately owned car parking buildings have been constructed in several places in the central city to date. Property Council appreciates Council's belief in providing certainty for commercial providers and potential investors in off-street parking that the Council does not generally intend to provide further off-street parking. Property Council further supports Council's intention to encourage Cantabrians to uptake active and public transport and avoid undermining the commercial feasibility of permanent parking provision by the market.
- 7.3 Property Council recommends the Council considering its future ownership of parking buildings and evaluating their sale and agreeing to not invest in future parking assets.

8. Policy 8: Deter private business from storing vehicles on the road

- 8.1 Property Council agrees with Council continuing to prevent private businesses from using on-street parking to store vehicles on the road, as in the Traffic and Parking bylaw 2017.
- 9. Policy 9: Support parking for sustainable alternatives to petrol or diesel vehicles, to encourage greater use of these modes**
- 9.1 Property Council supports the Council's priority in providing parking for sustainable alternatives to single occupancy motor vehicles, to encourage greater use of these alternatives. Alternatives include bicycles, micro-mobility devices, electric cars, car share, and motorcycles. The Property Council also wishes to support the use of mobility devices such as wheelchairs.
- 9.2 This should be balanced alongside commercial and industry demands of retail and business in the CBD. Many businesses will require cars, vans, trucks and other vehicles that presently do not have alternatives, or those alternatives are not economically feasible. The safety of short-term visitors and workers in the CBD should be considered when prioritising sustainable alternatives.
- 9.3 Our position on Policy 9 aligns with our position on Policy 2. The variation of parking for sustainable alternatives must also match the business/industry/building nearby and the priorities that exist for different sections of the CBD.
- 10. Policy 10: Support and adopt advances in parking management technology**
- 10.1 Property Council is very supportive of Council exploring and adopting advances in parking management technology. This will not only help enforce the new Policies set out in the Draft Car Parking Policy document but could aid in better efficiencies in the parking system and creating safer streets – amongst other benefits. Property Council notes parking management technology advances across New Zealand and the world have been very beneficial.
- 10.2 Property Council would be interested in discussing with Council what work has been done to date and what technologies have been identified as being options going forward.
- 11. Policy 11: Review the role of temporary off-street surface parking lot**
- 11.1 Property Council supports Councils' review the role of temporary off-street surface parking lots, although a balance should be met.
- 11.2 Temporary off-street surface parking lots provides a municipal good for visitors and commuters in the CBD.
- 11.3 However, we note, and endorse, the feedback in the Summary Feedback that raised concerns that "the number of temporary surface gravel car parks reduces amenity, affects the viability of providing parking capacity in multi-story buildings, deters the development of vacant land, and inhibits the recovery of the central city."
- Property Council would offer to work with Council and our members to work towards equitable solutions. Generally we consider that any review of temporary parking should ensure that such parking is in fact temporary and that negative impacts on

amenity and development are managed and mitigated so far as possible. The policy should also retain a degree of flexibility as temporary parking remains needed in some parts of the city.

- 11.5 Property Council recognises there are permanent parking buildings and temporary off-street surfaces close to each other. Property Council recommends to the Council that temporary parks are closed where they are within a certain radius of a permanent facility – for example, within 200m.
- 11.6 In the meantime, Property Council's view is that land should be used to its greatest benefit – and until development can occur, temporary car parking provides a revenue stream for landowners to pay rates and provide services.

12. Conclusion

- 12.1 Thank you for the opportunity to submit to this consultation. Any further queries do not hesitate to contact Liam Kernaghan, Senior Advocacy Advisor, email: liam@propertynz.co.nz or cell: 021 715 108.

Yours sincerely,



James Riddoch
South Island Regional Chair
Property Council New Zealand

Submission 37925



Hospitality New Zealand
Canterbury Branch

Submission to Christchurch City Council

Draft Central City Parking Policy

February 2021

Anna Halliday
Central South Island Regional Manager
Hospitality New Zealand Canterbury Branch
PO Box 503, Wellington, 6140
P: 027 549 8975 (Anna)
Email: anna@hospitality.org.nz

Hospitality New Zealand (Hospitality NZ) is a member-led, not-for profit organisation representing approximately 3,000 businesses, ranging across luxury lodges, motels, hotels, holiday parks, backpackers, country hotels, cafés, restaurants, bars, nightclubs, and off-licences.

We represent the breadth and depth of the industry. Membership of Hospitality New Zealand is voluntary, is primarily funded by member subscriptions and comprises predominantly small businesses. Through our advocacy and close working relationship with our members we speak for and represent the interests of the hospitality industry as a whole.

Regional Managers are supported by a national service team in Wellington and led by Chief Executive, Julie White. Hospitality NZ has a 118-year history of advocating on behalf of the hospitality and tourism sectors. The Canterbury Branch of Hospitality New Zealand comprises 395 members.

The Canterbury Branch of Hospitality NZ appreciates the opportunity to submit.

If the opportunity presents itself throughout this process, we would welcome speaking with Council on these matters. Additionally, we request written confirmation that our submission has been received.

The Importance of Adequate Parking in Christchurch

Hospitality businesses in Christchurch were already struggling to survive with increased compliance costs, and ongoing delays in the anchor projects failing to draw tourists to the city in sufficient numbers. Food and beverage businesses typically operate on a 10-15% margin and much of this has been eroded by the recent second round of compulsory minimum wage increases which constitutes a 14% impact on already minimal margins.

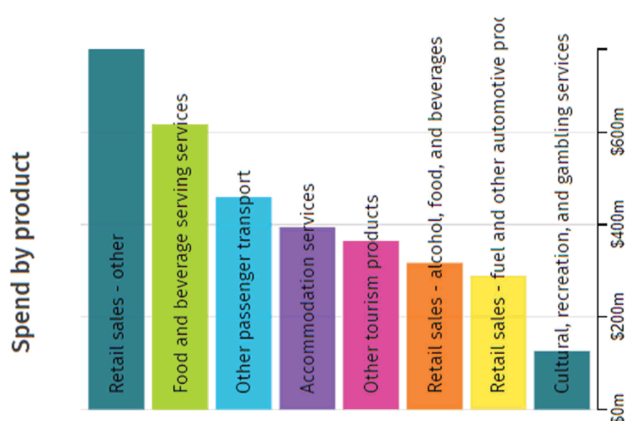
Visitors are essential to fuel spending in the services economy and in the pre-COVID-19 environment, Christchurch was already struggling to attract the volume required to sustain a growing hospitality sector.

In order to attract domestic visitors from outside the region, Christchurch must have adequate parking in a variety of strategic places with a variety of parking available (off-street long-term surface and car parking buildings; on road metered and non-metered parking).

Prior to COVID-19, tourism expenditure by type of product shows that for the month of January 2020, accommodation, food & beverage sales contributed significantly to GDP.

- Total tourism expenditure totalled \$449 million
- This expenditure contributed:
 - \$53 million to accommodation services
 - \$78 million to food and beverage serving services
 - \$36 million to retail sales, alcohol, food and beverages.

Tourism spending in Canterbury by product January 2020¹

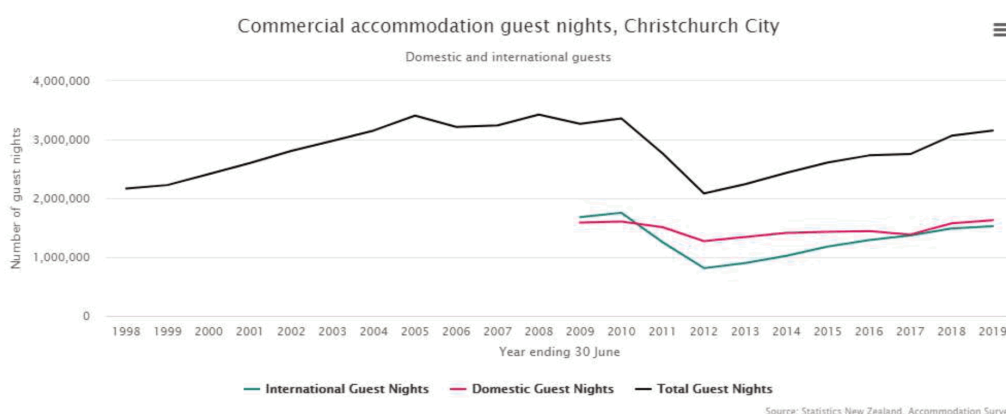


¹ <https://www.mbie.govt.nz/immigration-and-tourism/tourism-research-and-data/tourism-data-releases/monthly-regional-tourism-estimates/latest-update/monthly-tourism-spend-grouped-by-region-and-product-category/>

Tourism spending (*now limited to domestic spending for the foreseeable future*) is the key to a thriving and vibrant city. Visitors bring increased spending, stimulate the greater regional economy as well as the city economy and generate increased jobs, ensuring young people have flexible and engaging working environments.

Domestic visitors typically arrive in cars as they travel region by region and stop overnight along the way. If Christchurch does not provide visitors with adequate parking at reasonable cost, the highly price-sensitive domestic tourist, will choose to favour other regions with their consumer dollars.

Prior to COVID-19 in January 2020, the monthly tourism expenditure on all hospitality sector goods & services (including food and beverage services; retail sales of alcohol food & beverages; and accommodation services) contributed \$167m to the economic health of the Canterbury region.



Commercial accommodation guest nights had been steadily climbing to the 2019 figure of 3,154,290² since 2012. However, even prior to COVID-19, Christchurch was not yet back to pre-quake numbers of 3,358,743. Now, post COVID-19, and still with only a handful of major events drawing people outside the region to the city, domestic visitors are the key to survival.

² <https://ccc.govt.nz/culture-and-community/christchurch/statistics-and-facts/facts-stats-and-figures/tourism-and-visitors/accommodation/#GuestNights>

*"Total visitor spending increased by 4.2% in the fourth quarter compared with the fourth quarter of 2018, driven by growth of 10.2% in international spending and 0.1% by domestic visitor spending. The domestic visitor market spent \$480 million during this quarter in the Christchurch economy, representing 56.9% of all visitor spending. The growth in international visitor spending is supported by an increase in returning and first time students with annual growth of 6% between 2019 and 2018. Airbnb guest nights continue to increase with 13.6% growth in the fourth quarter of 2019 compared to the same period in 2018."*³

If, in 2019, 56.9% of all visitor spending in Christchurch came from domestic visitors, and that figure is applied to the 2019 accommodation figure above, that equates to 1,794,791 domestic accommodation guest nights per year. This figure then divided by 52 weeks, means approximately 34,515 visitors come to the city in any one week. With domestic flights limited until borders open, this means the majority of visitors will arrive in a vehicle and have the need for parking.

Central city parking - the numbers



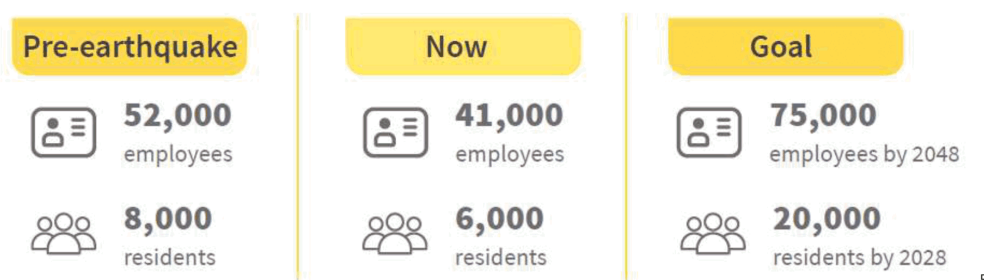
With 13,000 publicly available carparks at any one time, approximately 5,000 domestic tourists per day plus 41,000 employees making their way to work, even the high volume of

³ https://www.christchurchnz.com/media/lohh12vw/quarterly_december-2019.pdf

⁴ STR3781-CCP-Policy-Supporting-info-2021-WEB Page 7

private and corporately supplied parking will not offset the demand from the remainder of the general public going about their business (in vehicles) and wanting to stop for a quick coffee or pick up the dry cleaning.

Our central city population



5

While the aim of encouraging people to drive electric vehicles and having less on street parking is a lofty ideal, pragmatism must prevail as the national fleet of domestic vehicles is still overwhelmingly reliant on fossil fuels.

Prior to February 2020, Christchurch was poised on the edge of recovery with an amazing quiver of experiences and hospitality to offer the tourism market as a whole. With the Multi Use Sports Arena finally breaking ground, TRENZ 2020 committed to showcasing tourism operators to a worldwide audience in May, and the Convention Centre Te Pae on track to open this year, hospitality business operators were finally seeing the light at the end of a decade of darkness. The impact of COVID-19 on this recovery cannot be underestimated, and the lack of International visitors is severely hampering many businesses, but in particular, the central city businesses who would normally be the beating heart of a thriving city.

Limiting parking in the central city will not encourage domestic visitors in their fossil fuel driven vehicles to stay for long if they can't find a place to park within a manageable distance of the attraction, venue or accommodation they are staying in. With no guarantee as to when the borders will open again, the domestic tourism dollar is more important than ever.

To protect and restore Christchurch business economic viability, Council must be prepared to ensure sensible and pragmatic parking solutions are adopted. The hospitality industry is

⁵ STR3781-CCP-Policy-Supporting-info-2021-WEB Page 4

6

for most councils, at the heart of civic endeavour, offering our communities social and economic wellbeing and employing hundreds of thousands of New Zealanders.

Hospitality NZ strongly urges Councillors to act in support of the central city hospitality business community by advocating to keep as many car parks as possible.

We are happy to further participate in consultation on this issue and look forward to continuing to work with Council on these important issues for our members.

Submission 37757

Draft Christchurch Central City Parking Policy

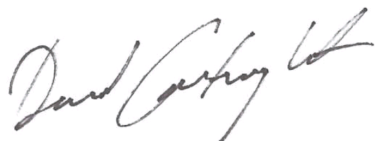
Date: 15 February 2020
To: Christchurch City Council
From: Waimāero/Fendalton-Waimairi-Harewood Community Board
Contact: David Cartwright
Chairperson
C/- PO Box 73020
Christchurch 8154
Phone: 027 496 5977
Email: david.cartwright@ccc.govt.nz

Introduction

1. The Waimāero/Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on the Council's Draft Christchurch Central City Parking Policy.
2. The Board **does not** wish to be heard in support of its submission.

Comments

3. The Board fully supports the goals proposed in the Council's Draft Christchurch Central City Parking Policy, in particular the proposal not to create new 'resident only' Parking Permit areas and the proposal to increase the parking spaces for sustainable alternatives to petrol or diesel vehicles.
4. The Board would also recommend that 'drop off/pick up zones only' be allocated to hotels and other hospitality/visitor experience locations around the city eg outside the Canterbury Museum and the Arts Centre, and that buses be required to leave and park in a separate designated area.



David Cartwright
Chairperson
Waimāero/Fendalton-Waimairi-Harewood Community Board

Submission 36908

Have your say on the Draft Central City Parking Policy

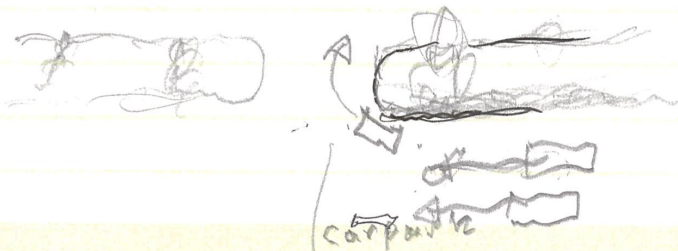
Open until 5pm Monday 22 February 2021

Please let us know your feedback

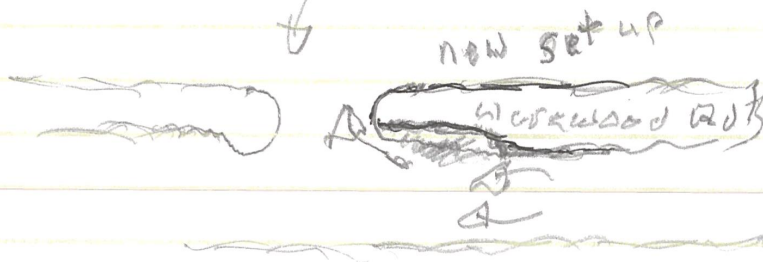
Hello, my name is Rebecca, I'm a librarian at Bishopdale Library and I was given this form by an elderly, deaf patron. He seems to be concerned that a new car park on Harewood Road is going to be a hazard to how/where he parks his own car. I know the diagrams are unclear, but I promised I would pass this on. His details are on back, but he's unable to answer a phone for obvious reasons. Thank you!

1. Comments on goals we've identified

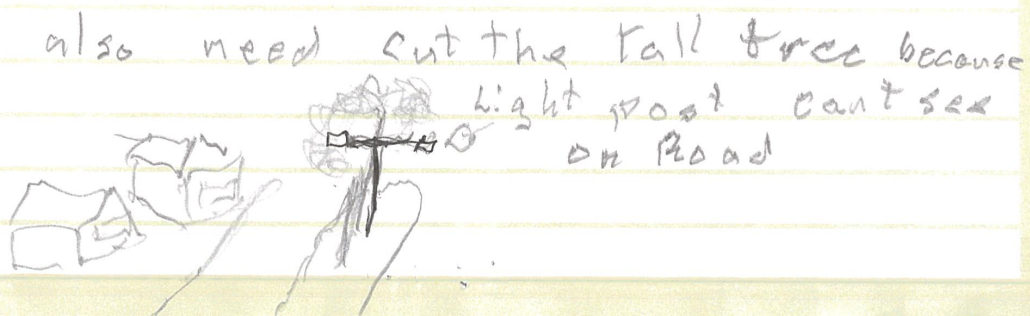
My View about car park Harewood Rd



2. Comments on individual policies (please let us know which policy you are referring to)



3. Any other comments?



Attachment B: Draft Central City Parking Policy: Summary of submissions and staff comments and recommendations

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Introduction

This paper provides the Hearings Panel with a summary of submissions on the draft Central City Parking Policy, as well as staff comment and recommendations. It summarises points made by submitters for each Policy and responds to these points.

We received 87 submissions on the draft parking policy. The following organisations, businesses and community and advocacy group provided submissions:

- Ara
- Canterbury Branch of Hospitality New Zealand
- Canterbury District Health Board
- Canterbury/West Coast NZAA District Council
- Carter Group Ltd
- Distinction Christchurch Ltd
- Environment Canterbury
- Generation Zero
- 152 Hereford Ltd
- New Regent Street Business Association
- Orion NZ Ltd
- Peebles Group
- Property Council New Zealand
- Stockman Group Ltd
- Studio D4 Ltd
- Unichem Cashel
- Victoria Neighbourhood Association

We also received submissions from the Waipapa/Papanui-Innes and Waimāero/Fendalton-Waimairi-Harewood Community Boards.

To make it easy for the public to provide feedback, submitters were asked for feedback as follows:

- *Comments on goals we've identified*
- *Comments on individual policies (please let us know which policy you are referring to)*
- *Any other comments*

Submitters were not asked to indicate whether they supported a particular policy or not. Some still indicated whether they supported individual policies and some did not express a position. In this context, for each policy we have indicated the approximate number of submitters, but we have not estimated numbers in /not in support. Some submitters also provided feedback on multiple policies.

Out of scope comments have not generally been included in this paper, such as submissions seeking specific changes to specific parks, streets and/or areas, or comments on the vibrancy of our central city. These comments have been referred to operational staff for their information.

The summary of submissions is structured as follows:

- Parking Policy goals
- Policies 1-11
- General comments
- Staff comments.

Summary of staff recommendations on policy changes

Policy	Staff recommendation – changes to policy document
1	1. We recommend that residents parking be removed as a priority from the Commercial Central City Business column of the table in Policy 1, for consistency with Policy 4.
1	2. We recommend the term “commuter parking” be amended to “long stay parking” in all places it appears in the table in Policy 1.
1	3. We recommend that Policy 1 acknowledges the importance of safe access for essential services and lifeline utility providers who are required to undertake critical operational and maintenance activities throughout the central city, by including the following words: <i>The priority table in Policy 1 does not consider safe access and parking for essential service and lifeline utility providers as a separate priority, given the very specific access and parking needs involved. However, it should not prevent this use being prioritised as needed. An ongoing conversation is needed between the Council and utilities and lifeline service providers to understand the safe access issues and the best option for addressing them.</i>
2	4. We recommend the text under “Need for proximity parking” be amended to: <i>Consider whether the proposed use requires a park immediately adjacent to a business, or whether a short walk may be acceptable. This may include taking into consideration the ease and safety of pedestrian access.</i>
2	5. We recommend the following sentence: <i>At minimum, the following considerations should be taken into account when departing from the prioritisation framework in Policy 1.</i> Be replaced with: <i>At minimum, the following considerations, in no particular order, should be taken into account when departing from the prioritisation framework in Policy 1.</i>
2	6. We recommend adding any relevant policies issued by the Council as an additional consideration as follows: <i>Relevant Policies</i> <i>Any relevant policies issued by the Council, either before or after the introduction of this Central City Parking Policy, including Policy 9 in this Policy.</i>
2	7. We recommend the text under “Sharing of space” be amended to: <i>Consider whether proposed use needs to be exclusive, or could be shared. In general, the more space can be shared (whether for movement, amenity, or parking), the more efficient and effective the use of space will be.</i>
4	8. We recommend that the following text be included below the table in Policy 4: <i>Note that if restrictions are in place (as set out above), these restrictions can be varied by day of the week or time of the day, to enable better utilisation of parking spaces when demand is low.</i>
4	9. We recommend that the following text be included at the end of Policy 4:

	<i>Note that Policy 4 does not apply to the small number of special purpose zones in the central city, as the use of space in these zones needs to be managed on a case-by-case basis having regard to all relevant considerations.</i>
4	10. We recommend including the following text under Policy 4: <i>Council should also confirm that any current restrictions are enforced and that high demand is not as a result of non-compliance with existing restrictions.</i>
5	11. Staff recommend removing reference to an annual period for issuing residents' exemption permits.
5	12. We recommend introducing the following text at the outset of the Policy, following the explanation of residents exemption parking: <i>This is different to residents only parking (Policy 6) which refers to a space that only residents can park in.</i>
6	13. We recommend introducing the following text at the outset of the Policy: <i>Residents only parking (Policy 6) refers to a space that only residents can park in. This is different from residents' exemption parking (Policy 5).</i>
7	14. We recommend amending the title of the Policy to: <i>Council will not generally provide additional off-street parking.</i>
9	15. We recommend that the following text: <i>Alternatives include bicycles, micro-mobility devices ...</i> Be replaced with: <i>Alternatives include bicycles, micro-mobility devices (such as scooters and e-scooters) ...</i>
9	16. We recommend that cargo bikes be provided as an example of a bulkier bike in the following sentence: <i>For example, commuter cycling numbers are increasing and this increase is largely made up of people riding heavier, bulkier bikes</i>
Other	17. We recommend adopting the grammatical changes proposed by staff, as identified in the copy of the draft Central City Parking Policy provided to the Hearings Panel.
Other	18. We recommend that the issues identified as part of the policy development of and pre-consultation engagement on the Central City Parking Policy be appended to the Policy.

Goals

Summary of submissions

17 submitters commented directly on the goals, with the following points made:

- Broadly supportive of goals.
- Goal should be to promote 85% occupancy at all times, encouraging the development of varied time restrictions to enable high parking occupancy at all times.
- Both the goals and draft policies do not address or recognise the role that parking plays for essential service providers/lifeline utilities.
- Overall inconsistencies with how general traffic issues are managed – not all of which are under Council control – will probably mean this Policy will have very little impact on emissions.
- Increasing efficient off-street parking while reducing on-street parking will increase both amenity and the efficiency of our parking system.
- All aspects of the Council's transport strategy should promote a low-carbon transport network.
- Do not dilute climate change perspective.
- The goals should recognise the important contribution visitor accommodation makes to the vibrancy of the city, and provide for the specific parking needs of visitor accommodation.
- Missing a goal on working together to improve public transport.
- Do not support goals. Submitter is an older person living in a relatively remote area of the city with no access to public transport. Need more parking, no need for cycleways or bus lanes.
- As the Council has declared a climate emergency minimising the use of fossil fuels should be one of the goals at the forefront of the policies. The Council should be actively discouraging the use of fossil-fuelled vehicles in the central city and promoting active and public transport.
- There are no goals set to actively address potentially wasted road parking space.
- Goals are admirable and realistically the best way forward. Goals appear to deter people from driving and therefore choose other options - maybe they need to switch to incentivising people not to drive and to use other options.
- To fully implement goals 1-4, increased data collection will be key.

Staff comment

The vast majority of submissions on the goals supported them. Some submitters recommended adjustments to the goals.

The goals are intended to be broad so we can understand the fundamental objectives we are trying to achieve in developing and implementing the Parking Policy. As such it is not appropriate for the goals to provide for prioritisation of particular uses. These uses are best prioritised under Policies 1 and 2.

There is a balance between good use of space (85% occupancy at all times meaning spaces are well utilised but there are spaces available close to where people need them) and the technical complexity and information required to alter restrictions and pricing continuously to achieve this occupancy. We also note that even with no restrictions at all in place, occupancy could be significantly lower than 85% outside of peak times. As such, the Parking Policy focuses on a goal of 85% occupancy at peak times.

Parking management can influence greenhouse gas emissions and it is appropriate that the Parking Policy support other work by the Council and the community to reduce greenhouse gas emissions.

Public transport services are outside the scope of the parking policy, but a key goal is to support a vibrant, people-friendly central city. This goal recognises that:

The Parking Policy must support a balance of providing permanent parking with the allocation of space for more sustainable and space-efficient modes, and ultimately space for social and commercial activity.

[Recommendation](#)

None

Policies 1 and 2

Policy 1: General prioritisation of on-street space

Policy 2: Considerations to guide a departure from prioritisation under Policy 1

Summary of submissions

Around 25 submitters commented on these Policies with the following different points made:

- Greater priority should be given to students due to their need for flexibility and safety.
- Greater priority should be given to utilities and lifeline services vehicles due to their need for proximity to services for maintenance.
- Greater priority should be given to sustainable modes due to their contribution to the goals of the policy.
- Greater priority should be given to residential parking due to residents not purchasing/renting sufficient off-street space as part of their property.
- Greater priority should be given to cars due to it being difficult and/or expensive for them to access the central city by car.
- Greater priority should be given to drop-off/pick up areas to enable less need for parking but still provide good vehicle access.
- More P120 should be provided and it should be free.
- Enforcement is critical to the decisions made under Policies 1 and 2.
- Proximity parking can support safe access at night.
- The order of considerations in Policy 2 is not clear.

Staff comment

A wide variety of points were made on Policies 1 and 2. Staff comments are outlined in the table below:

Submission points	Staff comment
Different priorities	The proposed prioritisation framework helps to address the issues identified during the development of the Parking Policy and will assist us to meet the goals of the Policy. Submitters' alternate suggestions for prioritisation either do not recognise the inherent trade-offs required when allocating limited street space, or are unlikely to achieve the goals of the Policy. It is also important to recognise that there are different demands on space at different times of the day and week, and that there may be an opportunity for using variable restrictions when allocating space.
Proximity and safety	Proximity of parking is only one element of safety, with streetscape, urban form, lighting, policing and surveillance all influencing safety. These other matters are out of scope of the Parking Policy.
More free on-street parking	Providing more free on-street parking will increase demand for parking (people demand more parking when the price is lower). It is not possible to provide sufficient on-street capacity adjacent to popular destinations, and so users of this limited space need to be prioritised. This is addressed in more detail under general comments.

Utilities and lifeline service vehicles	The treatment of utilities and lifeline service vehicles needs to be part of an ongoing conversation between the Council and essential services providers to understand the safe access issues and the best option for addressing them.
Enforcement	Staff agree that enforcement is critical to the effectiveness of any prioritisation. This is reinforced by a proposed amendment to Policy 4.
Sharing of space	The concept of sharing of space could include movement, amenity and parking, which in turn means that space could potentially be used for access at some times and parking at others.
Residents	Residents parking should be removed from the Commercial Central City Business column of the table for consistency with Policy 4, which provides that it is not envisaged that residents' exemptions would be provided in the Commercial Central City Business Zone.
terminology	The term "commuter parking" could be replaced with "long stay parking", to make it clear that this can include both commuters and visitors.
Order of considerations	The considerations in Policy 2 are in no particular order.

Recommendations

Policy 1

1. We recommend that residents parking be removed as a priority from the Commercial Central City Business column of the table in Policy 1, for consistency with Policy 4.
2. We recommend the term "commuter parking" be amended to "long stay parking" in all places it appears in the table in Policy 1.
3. We recommend that Policy 1 acknowledges the importance of safe access for essential services and lifeline utility providers who are required to undertake critical operational and maintenance activities throughout the central city, by including the following words:

The priority table in Policy 1 does not consider safe access and parking for essential service and lifeline utility providers as a separate priority, given the very specific access and parking needs involved. However, it should not prevent this use being prioritised as needed. An ongoing conversation is needed between the Council and utilities and lifeline service providers to understand the safe access issues and the best option for addressing them.

Policy 2

4. We recommend the text under "Need for proximity parking" be amended to:

Consider whether the proposed use requires a park immediately adjacent to a business, or whether a short walk may be acceptable. This may include taking into consideration the ease and safety of pedestrian access.

5. We recommend the following sentence:

At minimum, the following considerations should be taken into account when departing from the prioritisation framework in Policy 1.

Be replaced with:

At minimum, the following considerations, in no particular order, should be taken into account when departing from the prioritisation framework in Policy 1.

6. We recommend adding any relevant policies issued by the Council as an additional consideration as follows:

Relevant Policies

Any relevant policies issued by the Council, either before or after the introduction of this Central City Parking Policy, including Policy 9 in this Policy.

7. We recommend the text under “Sharing of space” be amended to:

Consider whether proposed use needs to be exclusive, or could be shared. In general, the more space can be shared (whether for movement, amenity, or parking), the more efficient and effective the use of space will be.

Policy 3

Improving access for those with restricted mobility

Summary of submissions

Around 11 submitters commented on this Policy with the following points made:

- Support commitment to improving access for those with restricted mobility.
- As an accessible city we need to improve access to disabled parking both on and off street.
- Need to keep as many mobility spaces as possible as mobility park users can struggle with moving distances.
- On-street and gravel off-street parking can be unsafe for wheelchair users. Car parking buildings are often too far away and the cost too high.
- Need to enforce breaches.
- Need to ensure sidewalks are smooth for wheelchair users.
- There are a high number of new dwellings with no off street parking and high demand for on-street parks - should have one mobility park per apartment complex.
- Council does not have this covered in CDB with regards to on-street parking in terms of the number, access to the footpath, and condition of the footpaths.

Staff comment

We acknowledge the vital importance of mobility parking.

In the central city, residential activities are exempt from providing mobility parking under the District Plan. The District Plan Transport Chapter is currently being reviewed, and mobility parking is one of the topics under review. The request for mobility parking to be compulsory for apartment complexes has been referred to staff working on the review for their information.

Recommendation

No recommendation.

Policy 4

Apply parking management criteria in areas of high demand

Summary of submissions

Submissions on parking management were filtered out so staff could respond to comments on free parking and parking supply (matters which were raised under all of Policies 1, 2 and 4) separately from other comments on Policy 4. Submissions on free parking and parking supply have been addressed under general comments at the end of this paper.

Around 17 submitters commented on this Policy and made the following points:

- Support for Policy 4.
- Support for variable demand pricing.
- How will the Council determine demand for mobility parking in areas of high demand?
- Remove weekend metered parking in the Commercial Central City Business Zone to encourage use of the CBD.
- On-street car parking for Ara staff and students.
- Remove unrestricted on-street parking for most of the CBD. As a default, use a maximum P120 where occupancy exceeds 85% at peak times. For other areas the maximum should be 180 minutes. Short stay and visitor parking should be prioritised over commuters and other long stay visitors. In the alternative consider a blanket P120 for all parking areas. This could be limited to business hours, or slightly relaxed on weekends and evenings.
- The street-by-street approach might help. For residential streets in the central city it would be best to have the P120 designation only on weekdays between 7.30 and 5.30pm.
- Provision of all-day free parking detracts from goal to reduce greenhouse gas emissions and the objectives of the Future Public Transport Business Case, representing an uncoded externality to the use of private vehicles. Place time/cost restrictions on all such spaces to align with the Parking Policy goals.
- Shopping should be for all, buses do not serve all areas.
- No all day parking.
- Enforcement will be important.
- At the moment, it appears that on-street parking is not adequately monitored and enforced. It means that turnover of spaces is not encouraged and some people park without paying for their space, with many of them being staff of the shops, or office tenants juggling parks.
- Parking availability is of paramount importance to those who live in Diamond Harbour. Large car parking buildings need to be built north of The Square.
- In areas/times of high demand when there is a heavy concentration of active transport users, consideration should be given to banning parking in the central city and provision of affordable park and ride facilities. This would possibly entail providing public parking buildings and efficient and affordable public transport services.
- Two types of parking time limits are missing: P30 (for short excursions, 10 minutes is too short) and P240 (for part-time workers).
- Proactive management of abandoned vehicles needs to be implemented to free up space. Parking spaces are too large and limit the number of parks.

Staff comment

A wide variety of points were made on Policy 4. Staff comments are outlined in the table below:

Submission points	Staff comment
Restrictions at times of low demand	<p>Policy 4 provides guidance on managing areas of high parking demand where occupancy is exceeding 85% at peak times, creating issues for competing users. Policy 4 will help to ensure on-street parking space is available at peak times.</p> <p>If occupancy of unrestricted parking is consistently lower than 85% we do not consider there is a need to introduce restrictions, as a park will always be available for those who would like a park. On the other hand, if occupancy is exceeding 85% and creating issues, then Policy 4 provides guidance on the introduction of restrictions, and this could be widespread if supported by evidence. These restrictions could also be varied by time of day and day of the week. A blanket approach to introducing restrictions regardless of usage creates a risk that space could be underutilised, whether that be for parking or any other use.</p>
Excluding long-stay parking	The Parking Policy prioritises the allocation of space for safe movement and amenity. If the space has no other useful purpose if not used for parking, then excluding long-stay parking may detract from the central city vibrancy and attractiveness as a place to live.
Use of different time restrictions	For stays longer than two hours, parking buildings provide an appropriate, space efficient option for commuters. If P120 and P60 parking spaces do not satisfy the demand for short term parking then Policy 4 recommends metering to manage demand. The enforcement costs of P30 spaces is significant and therefore P30 spaces are unlikely to be practically enforced.
Removing restrictions on weekends	Policy 2 makes it clear that restrictions can be varied by time of day or day of week. We recommend that Policy 4 be amended to re-iterate that if restrictions are in place (as set out in Policy 4), these restrictions can be eased in times of low demand to enable better utilisation of parking spaces.
Special purpose zones	Similar to Policies 1 and 2, Policy 4 does not apply to the small number of special purpose zones in the central city, and we recommend this be made clear. The special character of these zones means that they need to be considered on a case-by-case basis, working with key stakeholders to understand the priorities and pressures in the particular zone.
Mobility parking	<p>Under Policy 1, mobility parking is the highest priority type of parking in business, mixed and residential areas. While Policy 1 provides that the prioritisation of street space in special purpose zones (such as the hospital) will be considered on a case-by-case basis, it can be expected mobility parking will be equally high in priority in the hospital special purpose zone.</p> <p>The Council will need to work with stakeholders to understand how best to determine and respond to demand for mobility parking in the central city. It is envisaged this would be part of the Policy 3 provision for "Reviewing parking arrangements where this is needed to ensure that parks are located where there is particular demand."</p>
Enforcement	Enforcement of restrictions will be important to support the implementation of changes.

Other comments	<ul style="list-style-type: none">• One submitter expressed their support for using variable demand pricing. While not covered in the Parking Policy, the Policy does not preclude the introduction of different pricing approaches, such as variable demand pricing.• Park and ride is covered by the suburban parking policy. Policy 7 makes it clear that the Council will not generally provide additional off-street parking and outlines the rationale for this approach.• Matters relating to the abandonment of cars and the design of car parks are outside the scope of the Parking Policy. These comments have been referred to operational staff for their information.
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Recommendations

8. We recommend that the following text be included below the table in Policy 4:

Note that if restrictions are in place (as set out above), these restrictions can be varied by day of the week or time of the day, to enable better utilisation of parking spaces when demand is low.

9. We recommend that the following text be included at the end of the Policy 4:

Note that Policy 4 does not apply to the small number of special purpose zones in the central city, as the use of space in these zones needs to be managed on a case-by-case basis having regard to all relevant considerations.

10. We recommend including the following text under Policy 4:

Council should also confirm that any current restrictions are enforced and that high demand is not as a result of non-compliance with existing restrictions.

Policies 5 and 6

Policy 5: Consider residents' exemption parking areas where the criteria are met under Policy 4

Policy 6: Generally retain existing resident-only parking areas, but do not permit new resident-only areas

Summary of submissions

Policies 5 and 6 were combined for the purposes of analysis, as it was not always clear if submissions related to Policy 5 or 6.

Around 32 submitters commented on these policies a wide range of views were presented. Points raised by submitters have been ordered by general theme below.

Residents' exemptions:

- Support proposed exemption policy.
- Would like option of paying for allocated car parking outside of normal work hours (5pm and 5am).
- Ban parking in the central city in areas/times of high demand and provide park and ride facilities (possibly with public parking buildings), with residents vehicles being the only vehicles allowed to park in the central city.
- Submitter has off-street parking but most of the new accommodation being built in street does not. Commuters park in street from early hours and driveway often difficult to access. Residents and commuters will become increasingly likely to compete for space. Time restrictions or residents' parking would be useful, and more park and ride might help.
- Allow for overnight residential parking only and then 120 minute limit during the day.
- Residents with no allocated car park should be able to park unrestricted in the vicinity of their homes.
- Existing and new residential developments do not always offer enough off-street options with respect to the number of vehicles held by residents. It is essential to let residents park on the street when required. On-street options should be as close to properties as possible.
- Council could work in partnership with the development community to accelerate the provision of affordable housing, especially if this discouraged commuting by private car through reduced all-day free parking provision. In residential areas with low demand, consideration could be given to removing on-street parking, in conjunction with residents' exemption parking, to support a vibrant city centre.
- Paying for a residents permit and not having a guaranteed park would not be money well spent.
- If parking is reduced, submitter who lives centrally will need to drive more, as can only bike to work if an all-day on-street park is available centrally.

Resident-only parking permit areas:

- Support proposal not to create new resident-only parking permit areas.
- Retain existing residential parking areas and make limited provision for new ones.
- New resident-only areas need to be considered.

Concerns about developments with no off-street parking for residents:

- If you are building houses in the city centre, you need car parks for residents, and not just one for each house.
- There is a trend of no off-street parking for residential developments and this benefits the developers more than buyers and current residents. Residents and their visitors will end up storing cars on the road. If the percentage of exemptions granted is controlled, exemptions could work.
- Make sure all residential properties have adequate off-street parking – there will be no need for residents parking.
- Residents should not be provided with off street parking if they have bought or are renting dwellings with no off street parking provided from the outset. In Submitter's block there are 70 apartments with no off-street parking. Previously parks were taken by commuters during the day; now they are full day and night with residents' vehicles.
- There is high demand in residential central city areas for off street parking due to the massive increase of apartments/townhouses with no parking combined with demand from commuters. This is creating a serious problem in this area.
- It is not fair to exclude residents with no off-street parking.
- Submitter observed that all prior houses are considered before new builds, even though it is this medium density living that is currently being promoted.

Residents with mobility parking permits:

- Support for prioritising residents with mobility parking permits in residents-only parking areas.

Concerns about specific streets/areas:

- Consistently greater than 85% occupancy of on-street car parking day and night in the vicinity of Hagley Avenue and Selwyn Streets due to hospital staff use.
- Madras and Salisbury are heavily used by commuters looking for free parking. The denser housing in this areas means more residents require on-street parking.
- 22 person dwelling on Dorset Street with off-street parking for 11. One side is timed and the other is not. If the whole street became timed residents would struggle to find parking. Would appreciate residents' permit parking.
- Dublin and Dorset Street are areas of high demand and should have restrictions which are enforced – taxi parking may be needed on Dublin Street.
- Submitter has an apartment on Madras Street without a park – stretch of free parking outside building is almost always full and concerned it will be removed with multi-use arena being built.
- Submitter has two apartment buildings in the CBD and considers residents' exemption parking needs to be provided.
- Living by Riccarton Mall it is difficult to get a park on the right side of the road due to commuters who work at the mall.
- A significant number of units on Welles Street were sold without an off-street car park – there was no option to buy a car park as the complex was approved without enough space allocation.
- A new 6-unit complex on Gracefield Avenue, with no off-street parking—no parking bay for tradespeople. No reduction in number of cars, with multiple cars per unit. Gracefield Avenue and nearby streets have always been used by commuters, with no empty spaces during the day but space for residents and visitors at night. This is no longer the case. Because there often are

no parking bays either, tradespeople end up double parking on the street or pull into any unoccupied neighbour's driveway.

- Example provided of a resident who charges an electric vehicle parked on the street, via a cord from their dwelling place. This will become more of a problem with an increase in electric vehicles.

Permit cost:

- Residents' permits should be pro rata and run for a selected timeframe. At present, they expire halfway through the tertiary education year and students who want to have a year of parking have to pay for two.
- Charging a fee could encourage residents to use public transport rather than own a vehicle, or multiple vehicles.
- On-street options should be cheap (free if possible).

Council provision of parking for residents with no off-street parking:

- Given the council is now collecting rates from dwellings without parking, the Council could buy a nearby section to assist with parking.
- Council could agree with residents to supply cheaper overnight parking in parking buildings – noting that parking building stairwells can feel unsafe. Submitter lives two blocks from work but drives to get a park.

General:

- Policy 5 (residents' exemption parking areas) and policy 6 (resident-only parking areas) are easily misinterpreted as being contradictory. Amend the wording to clarify the difference between a residents' exemption parking area, and a resident-only parking area.
- No time limits should be provided on residential streets.
- Tradespeople should be able to use residents' spaces.
- Marked parks on both sides of Selwyn Street would support better use of existing on-street car parking space – parking is ad hoc with large gaps between vehicles.
- Designate car parking by the use of white lines.

Staff comment

A number of different matters were raised. Staff responses are outlined in the table below.

Submission points	Staff comment
Difference between resident-only parking and residents' exemption parking	There was some confusion between resident-only parking and residents' exemption parking. Resident-only parking refers to a space which only residents can park in. Residents' exemption parking refers to a permit which allows residents an exemption from time restrictions that apply to a park.
Removal of resident-only parks	The Policy does not remove resident-only parks. It retains existing parks (subject to a review), but it does not allow for new resident-only parks. The demand for these kind of parks has been very low to date. In 2020, of the 85 permits available only 14 were issued, half of these on one street. The Parking Policy aims to ensure the valuable space that is provided for parking in the central city is well utilised to support social and economic activity and wellbeing. Implementing residential exemptions is a more effective approach.

	It supports residents while allowing other users to share space in certain circumstances. For example, visitors to the neighbourhood are able to park for two hours if a park is P120. Residents with exemption permits will not need to comply with this time restriction). The approach in the draft Central City Parking Policy is consistent with the approach in the Suburban Parking Policy.
Managing high demand from residents for spaces in areas covered by a residential exemption scheme	As outlined in Policy 5, an exemption permit would not guarantee a parking space. However, the total number of exemption permits available would be capped as a percentage of overall spaces within an area. This, in combination with restrictions on public parking under Policy 4, would help to ensure there is likely to be a park available for a resident with a permit when they need it. The current status of Policy 4 refers to peak occupancy of 85%, aligned with Goal 1 of the Parking Policy, meaning that average occupancy will be lower.
Period of time covered by a residential exemption permit	Policy 5 states that "Residential parking permits will be issued on an annual basis". It is noted that this approach is taken in the Suburban Parking Policy. This text should be removed from the Policy as it is an operational matter that can be determined by having regard to what is both fair and practical.
Restrictions on parking in residential areas	<p>One submitter did not consider there should be any restrictions in residential areas. The introduction of time restrictions, when accompanied by a residential exemption scheme, can be advantageous for residents – for example if demand for parking is high from commuters. The Policy signals that restrictions will only be considered when occupancy criteria are met under Policy 4 as follows:</p> <p><i>When the occupancy criteria are met under Policy 4, the Council would be able to consider the introduction of residents' exemption parking areas, alongside time-limit and/or paid restrictions for other vehicles. This would prioritise resident and short-stay parking, while deterring commuter parking. Each area would need to be considered on a case-by-case basis ...</i></p> <p>Policy 4 will also help to ensure restrictions are only introduced in areas where problems are being experienced. Policy 4 provides that:</p> <p><i>Before considering the application of Policy 4, the Council should have sought and/or received information demonstrating that high demand is regularly occurring and is causing issues that need to be addressed in that area. There may be parts of the city where demand for parking is high at peak times, but the amount of existing off-street parking or availability of alternative transport modes means this is not generally an issue.</i></p>
Providing parking to residents without off-street car parking new developments	Some submitters raised concerns about providing on-street car parking to residents of developments with no off-street parking, while others considered that it was important to provide on-street parking to these residents.

	<p>Policy 5 does not preclude providing parking to residents with no-off street parking. It states that:</p> <p><i>Some new developments are offering the choice of including or excluding an off-street park when purchasing or renting a dwelling. The sale or rental price will reduce if an off-street park is excluded from the agreement. Residents' permits should, therefore, not be provided, as of right, for dwellings with no off-street parking, as on-street residents' exemption parking should not be seen as a cheap alternative to residential off-street parking.</i></p> <p>As residential development in the Central City continues, there is a need to avoid creating an expectation that people can choose not to provide their own off-street parking space because they will be provided priority for use of valuable on-street space. This will result in the community as a whole subsidising those who choose to invest and/or live in developments with no off-street parking, and who already benefit from the lower cost of excluding an off-street park from the agreement. In addition, the Parking Policy aims to balance the competing needs of different users, and Policy 1 demonstrates that there are other high priority uses for valuable street space that need to be considered alongside the needs of residents.</p> <p>This position is consistent with Waka Kotahi's draft National Parking Management Guidance. The Guidance suggests an approach of limiting the ability for residents of new developments to obtain permits, as this encourages developers to provide parking to meet the needs of their development. The Guidance notes that it could be unsustainable to offer permits to every new apartment in dense residential areas.</p>
Require developments to have off-street parking	The National Policy Statement on Urban Development: Policy 11, precludes District Plans from setting minimum car parking rate requirements, other than for accessible car parks.
Residents parking in areas of low demand	Policy 5 does not apply to areas of low demand. If the demand is low, then there is no need to remove on-street parking for all potential users except residents. Residents without off street parking will likely be able to find a park on street when they need a park.
Charging electric vehicles parked on the street, from a dwelling with no off-street parking	A concern was raised about an example of a resident charging an electric vehicle parked on the street, by a cord running from a dwelling place which has no off-street parking. The concern was raised that such occurrences will increase as the number of electric vehicles increase. This matter is out of scope of this Parking Policy but has been referred to relevant staff for their information.
Allowing tradespeople to park in residential areas	<p>Residential exemptions will not preclude other people, including tradespeople and visitors, from parking in on-street parks, providing they comply with time restrictions in place.</p> <p>With respect to tradespeople, we already have an operational system in place where tradespeople can contact the Council if they need to exceed time restrictions to carry out work. This is preferable</p>

	to a permit system where it would be difficult to ensure permits were only used for work purposes.
Council provision of off-street parking for residents who do not have off-street parking	Policy 7 provides that the Council will not generally provide off-street parking and explains the rationale for this approach. In addition, if the Council were to buy land to provide off-street car parking for new developments without car parking or offer a subsidy, this would effectively result in the community as a whole subsidising those who invest and/or live in developments without off-street parking and benefit from a lower purchase or rental price.
Concerns about specific streets and areas	Specific decisions about parks on particular streets or in particular areas are outside the scope of the Parking Policy (rather the Policy will guide these future decisions). Policy 1 includes a general prioritisation framework, Policy 4 gives guidance on areas of high demand, and Policy 5 gives direction on residents' exemption parking areas. Points raised about specific streets and areas were referred to operational staff for their information.
Cost of a residents' exemption permit	The cost of a residents' exemption permit is an operational matter. We have referred points raised on to operational staff for their information.
Park and ride	Park and ride is covered by Policy 9 of the Suburban Parking Policy.

Recommendation

Policy 5

11. Staff recommend removing reference to an annual period for issuing residents' exemption permits.
12. We recommend introducing the following text at the outset of the Policy, following the explanation of residents exemption parking:

This is different to residents only parking (Policy 6) which refers to a space that only residents can park in.

Policy 6

13. We recommend introducing the following text at the outset of the Policy:

Residents only parking (Policy 6) refers to a space that only residents can park in. This is different from residents' exemption parking (Policy 5).

Policy 7

The Council will not generally provide off-street parking

Summary of submissions

Around 9 submitters commented on Policy 7. Submitters were divided as to whether they supported or did not support this Policy.

Submitters who did not support this Policy made the following points:

- The Council should provide and encourage off-street parking. The old Lichfield Street carpark with one hour free parking was excellent.
- This Policy leaves parking to Wilsons.
- Council should commit to providing off-street parking in the best interests of the community. If the private sector can make a return on investment from off-street parking then there is no reason this revenue cannot be captured by the Council. The Council could set prices to facilitate greatest "community benefit", either through direct revenue or overall facilitation of economic activity, such as reduced parking rates to encourage city visits. The Council should not vacate this field.
- The Council should have already planned for and be already working to provide alternative parking spaces when temporary permits expire, which should include additional council investment in dense multi-storey parking if needed.

Submitters who supported this Policy made the following points:

- Since 2011, privately owned car parking buildings have been constructed in several places in the central city. Council needs to encourage active and public transport and avoid undermining the commercial feasibility of permanent parking provision by the market. Council should consider selling its parking buildings and agreeing not to invest in future parking assets.
- The Council should not provide further off street parking in the central city. If exceptional circumstances exist as outlined in this policy then provision of park and ride facilities in the suburbs would provide a solution.
- Submitter indicated that they seldom park a vehicle in the CBD and are prepared to pay a market price for a space when necessary. They did not support ratepayer subsidised parking for vehicles in any form, except for mobility impaired users.
- Submitter supported the Policy provided that the District Plan ensures that property owners provide adequate off street parking and this be at a level that can cope with the maximum expected parking needs at all times.

One Submitter on Policy 7 wrote about 70 new dwellings with off-street parking on their block. They indicated there are rarely parks on the road and their driveway is therefore used for Uber delivery, taxis, Airbnb drop off, and residents moving trucks and delivery vans. They requested a five minute park option nearby for services. It was not clear whether this was intended to be off or on-street.

Staff comment

A number of points were raised by submitters. The focus of most submissions, however, was on whether and why the Council should or should not be providing off-street parking.

One of the goals of the Parking Policy is to support high amenity off-street parking that makes efficient use of space. Multi-storey parking buildings can make efficient use of limited space and can be fronted by retail, offices or other attractions, improving the attractiveness of the central city. The Council's actions, however, can affect the commercial feasibility of private sector investment in these types of parking facilities.

Policy 7 supports the goal of high amenity parking that makes efficient use of space by helping to ensure the Council's actions do not distort the market. The suggestion that the Council should provide off-street parking at subsidised rates could have the following problematic impacts:

- The community would need to subsidise the cost of parking for those members who used the off-street parking, diverting funding from other high priority work
- There would be a reduced incentive for the private sector to invest in high amenity off-street parking without confidence that Council was going to distort the market and undermine private investment.
- Providing further low cost parking might incentivise people who are already coming into the city to drive, rather than use active or public transport. Active and public transport provide significant environmental benefits as well as improving amenity by reducing congestion and offering health and safety benefits. The Council often hears that low or no cost unrestricted parks in the central city tend to be used by early morning commuters, rather than short-stay visitors.

Finally, the need for additional off-street capacity has not been established given feedback by parking building operators that they have significant unused capacity in their parking buildings on a daily basis. We have responded submissions seeking free parking under the general comment above.

It should also be noted that:

- The Council presently owns and operates two parking buildings – the Art Gallery and Lichfield Street. As such, the Council does provide some off-street parking. Policy 7 also outlines existing commitments the Council has to create additional parking capacity.
- The Council has no plans to sell the Lichfield and Art Gallery parking buildings and is only one of multiple parking providers in the central city. The provision of a small amount of the total off-street supply of parking in the central city enables the Council to better manage the use of its on-street facilities.
- The National Policy Statement on Urban Development: Policy 11, precludes District Plans from setting minimum car parking rate requirements, other than for accessible car parks. The Council therefore has no legal ability to set parking minimums for residential developments.
- The need for pick up/drop off parking in residential areas is discussed under Policy 1 and 2 above.

We consider it would be useful to amend the title of Policy 7 to make it clear that the Council will continue to provide its existing off-street parking and fulfil existing commitments.

Recommendation

14. We recommend amending the title of the Policy to:

Council will not generally provide additional off-street parking.

Policy 8

Deter private business from storing vehicles on the road

Summary of submissions

Around 5 submitters commented on this policy:

- Submitters indicated their support for the policy.
- One submitter raised a concern that most unrestricted car parks near car dealerships are used by those businesses, and that other businesses also take up free parking, and these parks cannot therefore be used by workers.

Staff comment

Policy 8 clearly provides that the Council will prevent private businesses from using on-street parking to store vehicles on the road, as provided for in the Traffic and Parking bylaw 2017 (Clause 13).

The concerns raised by one submitter about breaches of the bylaw are a matter of enforcement, and have been referred to operational staff for their information.

Recommendation

No recommendation.

Policy 9

Support parking for sustainable alternatives to petrol or diesel vehicles, to encourage greater use of these modes

Summary of submissions

Around 24 submitters commented on this Policy or provided general comment on sustainable modes.

Those who supported this Policy and/or more broadly the use of sustainable modes made the following comments:

- Support parking for sustainable alternatives to petrol or diesel vehicles, to encourage greater use of these modes.
- Scooters should be included in sustainable modes.
- Reduced parking reduces cars, enabling a more sustainable and safe environment for all road users.
- Reducing parking is excellent.
- Cycle parking is rarely given a thought and is often not suitable and not protected from rain.
- Good policy has sticks and carrots. Need to make it harder to park a car and easier to walk, scooter and cycle.
- How much money do cyclists save road works and maintenance? Cycling provides a lot of benefits to the community but gets marginalised and vilified.
- The Council does not have the basics covered, starting with options to park a bike safely and the number of bike parks on the footpath.
- There is no provision on Council plans for street upgrades and electric vehicle stations, and we have an opportunity to do this now.
- There are no parks/stands for scooters and a client of the submitter fell over one and needed medical care.

Those who were critical of supporting sustainable modes under this Policy or did not consider sustainable modes provide a viable alternative to cars made the following comments:

- No ratepayer or council funded incentives should be given to owners/users of electric or sustainably fuelled vehicles.
- Electric cars are not sustainable.
- Disagree with inclusion of electric vehicles unless located at strategic charging stations.
- Public transport does not work for everyone or cover all areas, such as for those who live further out or are not on bus routes, parents with children, the elderly, and those with disabilities.
- Public transport needs to meet the demands of workers, including shift workers.
- Improved parking is needed for those with limited mobility, not bikes and scooters.
- Look at park and ride options.
- Brisbane has an off-peak free bus services with a place to store large items.
- If Policy 9 is implemented, submitter will support local as buses are not practical and submitter cannot afford the cars Council wants.
- Data shows people in Canterbury are dependent on their cars and investment in active and public transport in Christchurch has not made a significant difference to uptake over decades.

Staff comment

A number of different matters were raised. Staff responses are outlined in the table below.,

Submission points	Staff comment
Role of parking policy in supporting sustainable modes	<p>We consider sustainable modes play a very important role in in our city. We have set targets of halving our gross greenhouse gas emissions by 2030 based on a 2016/17 baseline, and reaching net zero greenhouse gas emissions by 2045. Mode shift to sustainable alternatives will help us to reduce our greenhouse gas emissions by reducing the distance we travel in fossil fuel vehicles. Sustainable modes also offer significant additional benefits to the community, including broader environmental benefits, less congestion on our roads, providing access to those who do not have a car, health benefits (active transport) and safety benefits (public transport).</p> <p>We therefore consider the Parking Policy must play a role in supporting sustainable alternatives by supporting the provision of road space (Policies 1 and 2) and parking (Policy 9) for sustainable alternatives. Public transport services are outside of the scope of the Parking Policy.</p>
Sustainability of electric vehicles	<p>The evidenced based draft report released in February 2021 by the Climate Change Commission demonstrates that electric vehicles are more sustainable than fossil fuel-powered vehicles, and have a significant role to play in decreasing our emissions. However, electric vehicles can also contribute to congestion and reduce the amenity of our streets. The Council is supportive of all sustainable modes, but is committed to increasing mode shift to active and public transport given the co-benefits that these modes offer to people and the urban realm.</p>
Providing for electric vehicle charging points	<p>Provision has been made for electric vehicle charging points within both Council owned parking buildings (Lichfield Street and the Crossing). Parking buildings, rather than on street parking, are more appropriate for longer stay parking which is where charging would be suitable.</p> <p>A new programme of works has been proposed as a part of the draft long term plan to gradually deliver more charging stations as demand grows with more than \$4.3 million planned over the next 10 years.</p>
Cycle parking	<p>The Council provides cycle parking in publicly owned areas like footpaths and road build-outs. The Council is moving toward designs which support secure lock types and larger bikes. 196 public indoor bike parks are provided at the Bus Interchange and the Lichfield Parking Building. There are also a number of temporary movable cycle corrals in place around the central city including on Cashel Mall and Oxford Terrace. There are also a series of Locky docs cycle parking structures located around the city.</p> <p>Regarding employer-provided bike parking in the central city, there are minimum requirements in the District Plan that vary according to the type of activity that is being undertaken (section 7.5). In addition we are currently working on strengthening bike parking requirements in the central city for new developments through a District Plan update. Note that if any new bike parking requirements were introduced, they would not be retrospective.</p>
Scooter parking	<p>One submitter recommended that scooters be included in this Policy. Scooters are intended to be included in the term “micro-mobility”.</p>

	<p>Another submitter raised concerns about the safety aspects (trip hazard) of scooters not having dedicated parking. Council's current approach to managing public scooter schemes supports their role in the transport network. By definition, dock-less micro-mobility devices (such as e-scooters or e-bikes in Christchurch) need to be accessible in public places at or within a short walk from trip origins and destinations.</p> <p>The submitter's issue is an operational issue and outside the scope of this policy. Users are required to agree with the terms of use which include appropriate parking guidelines to keep walkways and access-ways clear and minimise the risk. The Council also requires the operators to collect photos of the parked devices at the end of trips to confirm a proper parking condition. Operators are also required to actively monitor their fleet and quickly address those cases of vandalism or inappropriate parking as soon as they are known.).</p>
Park and ride	<p>We note that the scope of the Central City Parking Policy is limited to the Central City. Park and ride is provided for in the Suburban Parking Policy. Policy 9 in the Suburban Parking Policy provides that:</p> <p><i>Council will support park and ride/bike facilities which link and are well integrated to major cycleways and public transport. Park and bike is the ability to be able to park a car and then bike for the rest of the journey. Facilities should be secure and could also provide storage.</i></p>

Recommendation

15. We recommend that the following text:

Alternatives include bicycles, micro-mobility devices ...

Be replaced with:

Alternatives include bicycles, micro-mobility devices (such as scooters and e-scooters) ...

16. We recommend that cargo bikes be provided as an example of a bulkier bike in the following sentence:

For example, commuter cycling numbers are increasing and this increase is largely made up of people riding heavier, bulkier bikes.

Policy 10

Support and adopt advances in parking management technology

Summary of submissions

Around 5 submitters commented on this Policy. All submitters supported this Policy but the following points were made:

- Submitter recently drove an elderly person into town who does not have a cell phone or credit card and found the technology too daunting.
- Submitter supports the Policy provided that it does not lead to the Council providing more parking in the central city.
- Submitter is very supportive of Council exploring and adopting advances in parking management technology. This will not only help enforce the new Policies set out in the Draft Car Parking Policy document but could aid in better efficiencies in the parking system and creating safer streets – amongst other benefits.
- Submitter would be interested in discussing with Council what work has been done to date and what technologies have been identified as being options going forward.

Staff comment

We have referred on to operational staff the submission point relating to payment and the offer to discuss work to date and options going forward.

Recommendation

No recommendation.

Policy 11

Review the role of temporary off-street surface parking lots

Summary of submissions

Around 22 submitters commented on this Policy. Not all submitters expressed a view as to whether they supported the review proposed by Policy, instead providing their view on what changes should be made (if any). A small number supported the review but also sought the continuation of temporary parking in the immediate future and medium term.

Those who did not support the review and/or supported the continuation of temporary off-street surface parking lots outlined the following reasons:

- More research is required to establish how the continuing use or progressive loss of the temporary parking on abandoned building sites will impact on both all day commuters and short term visitors. There is indeed a need to improve the quality of the data available so sensible evidence-based decisions can be made to shape the central city for the longer term.
- There is no demand for vacant land, and these carparks enable land to be held until owners are ready to develop it.
- Both office and retail demand are full right now.
- Demand for vacant land will be organic and incremental.
- This will negatively impact on businesses which have made sacrifices and invested significantly to be in the city centre.
- The businesses of the city need the support of residents to recover, and reduced parking options will create a barrier to coming into the city.
- People will work from home and stay away from the city centre (for shopping and hospitality) if parking supply is reduced.
- Temporary off-street surface parking lots provide a municipal good for visitors and commuters. Land should be used to its greatest benefit – until development can occur, temporary car parking provides revenue.
- Generally, any review should ensure that such parking is in fact temporary and that negative impacts on amenity and development are managed and mitigated so far as possible. The Policy should also retain a degree of flexibility as temporary parking remains needed in some parts of the city.
- If these sites are not used for parking, negative outcomes will arise, as sites will become derelict, a risk to public safety and attract anti-social behaviour.
- Temporary parks should continue in the near to medium term. This approach could be reviewed in five years' time as the city regenerates.
- These sites can be tidied up.
- New Regent Street is dependent on vacant lots and on street parking. A decision to remove parking should be deferred to allow smaller neighbourhoods to survive and the retail precinct to thrive.
- Some of the larger blocks of undeveloped and unfinished land are in Council hands.
- Good Spot should be used instead of Wilsons.

Those who supported the review and/or reducing the amount of temporary off-street surface parking lots outlined the following reasons:

- There is a lot of subjectivity on the advantages and disadvantages of the temporary off-street surface parking lots. There appears to be a vocal majority of people who “like the idea of someone else providing something for free or cheap”, with almost no thought given to the consequences of this.
- Parking lots encouraging land banking, providing a reasonable income while reducing the desire to develop prime land and holding the city back.
- Off-street parking is visually unattractive, breaks up the landscape and impacts on quality of life and progress.
- The community lives with costs not paid by owners, for example, the lack of care for maintenance and presentation which damages the city’s overall presentation and environment.
- Issues arise from dust, untidiness and nuisance the gravel sites create.
- The city looks poor and half built.
- Parking lots discourage efficient use of public transport (parking a car is cheaper than taking a Bus). People are taking their cars and not the bus even when the bus is convenient because parking is so cheap. Low amenity, low cost parking is inconsistent with the Future Public Transport Business Case and will compromise the city’s ability to meet its carbon reduction goals.
- When price increases there will be a major shift from driving to active and public transport, which is what happens in major cities worldwide.
- Parking buildings offer higher occupancy and have sufficient space.
- Parking lots are unfair competition for Private Multi-storey Carpark Investors – parking lots were never envisaged to still be operating in 2021 when these private investors committed substantial funds to assist the Christchurch City Centre re-build in 2013 - 2014.
- There are 140 parking spaces on shingle pits directly across the road from the \$34 million.
- Hereford Street car parking building, and a further 30 within 20 minutes. All have a substandard quality. There are temporary surface car parks within 200 metres of all parking buildings in the city.
- Temporary off-street surface parks should be closed when they are within a 200 metre radius of a parking building.
- Example provided of how parking as a temporary use has made land too expensive to develop.
- Better guidance and consenting frameworks are required for surface parking lots, to enable development to occur with certainty.
- A review is urgently needed due to likely increase in demand for consents to keep operating.
- There should be a presumption that off-street surface parking is not permitted (and will only be allowed in extenuating circumstances).
- The Council should not extend permits, should oppose granting of new consents wherever feasible, and should seek to revoke existing consents unless an exceptional public need is being provided for and an appropriate level of civic presentation is achieved and maintained.
- The owners of permitted sites should be required to provide a usage plan or forfeit the site to the Council.
- Council needs to consider appropriate strategies to incentivise improvement in the presentation of the vacant lots.

Staff comment

Previously, there have been two approval processes for parking lots: a consent under the District Plan or a permit under the Canterbury Earthquake (Resource Management Act Permitted Activities) Order 2011 (“the Order”). All permits issued under the Order will expire at the close of 30 June 2021,

at which point in time the Order will be revoked. The Council will have no legal authority to continue to issue permits after this point, but it will still be possible to issue a consent in accordance with the existing rules in the District Plan. The rules in the District Plan cannot be changed through the Parking Policy - the appropriate process for a plan change must be followed. For this reason, Policy 11 enables a review, but does not propose particular changes to the existing rules.

One submitter observed that there is a lot of subjectivity about the advantages and disadvantages of temporary off-street surface parking lots. We agree there is a need for an evidence-based approach to this review. The submissions on this Policy were polarised though many submitters pointed to the significant impact changes to temporary surface parking lots could have, whether these be positive or negative. This is demonstrated by extracts from submitters with different perspectives as follows:

Views on Policy 11

Three examples of submissions against reducing the number of temporary surface car parks were as follows:

These carparks fill a useful role in enabling land to be held until the owners are ready or willing to develop it (submitter 37966)

... at the moment there is not the demand to build on all the vacant sites. The demand will come as more people utilise the city, more people live in the city. If vacant sites are not used for parking until they are developed, the sites would become derelict and a risk to public safety and attract anti-social behaviour (like the anti-social that occurs on the vacant site opposite the bus exchange) (submitter 37913)

Business owners in this general area have sacrificed a lot to be in the CBD many putting their houses up as collateral in an unfinished city. If the decision is already made to remove these places to park please think again and push this decision making out a few years in order to allow the smaller neighbourhoods to survive and then thrive and for larger areas like the Retail Precinct to thrive (submitter 37846)

A greater number of submissions were received in favour of the review and reducing the number of temporary surface car parks, with concerns raised about a wide range of negative impacts created by these sites. An example from submitter 37974 explains the impact of temporary surface car parks on development as follows:

- i. When the 5 main Christchurch City Centre carpark owners (Ngai Tahu, Antony Gough, Philip Carter, Tim Glasson and ourselves) chose to invest substantial \$ on inner city carpark buildings, it was on the basis of all the available Government sector promises in relation to the City Centre re-build in 2013 – 2014.*
- ii. In any industry, private sector investment is based on confidence and surety of the operating environment. Investors absolutely hate uncertainty, and broken promises. The above highlights the catastrophic impact that the gravel pit carparking Council changes (ie extending this from 2016 to 2021) have had on the City Centre and property investment confidence in 2016 – 2021.*
- iii. If Christchurch is to attract new investment to rebuild the Christchurch City Centre in 2021 and beyond, fairness must prevail. Companies like ours will not spend any further time and \$ on feasibility studies in Christchurch City Centre sites (eg the Hi-Para site), until the distorted effect of the gravel site parking income these owners are artificially receiving, is removed.*

The submitter wrote in detail about a development opportunity that did not go ahead, which he attributed to the ability of the land owner to continue to operate a temporary surface car park on the land.

We consider the differences in submissions on this Policy reinforce the need for, and importance of, the proposed review.

We are appreciative of the importance of this matter to all submitters, as well as to the Council and its focus on achieving its objectives for our city. A number of submitters indicated they wished to

assist Council undertake the proposed review, requesting involvement at an early stage. All submissions no Policy 11 will form part of the information base for the proposed review.

We note that in addition to the review proposed in Policy 11, the Council has created a vacant sites programme to support owners of vacant sites to take steps towards permanent development, and improve site appearance in the interim. Our work aims to support the ongoing regeneration of our Central City and suburban centres, boosting vitality and local pride, and strengthening their roles as commercial, cultural and entertainment hubs that will attract more people and improve investor confidence.

Recommendation

None

General comments

A number of submitters made general comments on the Parking Policy. There were three key themes which are responded to separately below: enforcement, free parking/parking supply and parking data. A number of submitters also commented on how they perceived the vibrancy of the central city and proposed changes to specific streets or parks, or the design of parks. These comments were out of scope and have been referred to operational staff for their information.

Enforcement

A number of submitters considered that insufficient enforcement was undermining the intent of street space prioritisation. The main example of this was commuters (lowest priority under Policy 1) using time limited spaces or parking illegally reducing the spaces available for short stay and safe access (higher relative priority under Policy 1). The low level of fines was also highlighted as insufficient to discourage this behaviour.

Enforcement will be an important part of implementing changes to manage areas of high demand under Policy 4.

Recommendation

1. Staff recommend including the following text under Policy 4:

Before considering the application of Policy 4, the Council should have sought and/or received information demonstrating that high demand is regularly occurring and is causing issues that need to be addressed in that area. Council should also confirm that any current restrictions are enforced and that high demand is not as a result of non-compliance with existing restrictions. There may be parts of the city where demand for parking is high at peak times, but the amount of existing off-street parking or availability of alternative transport modes means this is not generally an issue.

Free parking/parking supply

A number of submitters raised concerns about the cost and supply of parking. Some considered there was too much, and some too little; some considered it was too expensive and others considered that cheap parking was incentivising driving.

When most people choose whether or not to drive, the cost of parking influences this decision. If parking is free to the user, people are more likely to choose to drive, even for very low value trips, or where there are practical alternatives available. This means the demand for valuable street space will be higher if it is given away for free.

There is a finite amount of street space available and the allocation of this space needs to be balanced between movement, parking (for all modes) and amenity, each of which has value to the central city. By providing more space for parking, there is less space for movement and amenity. For example, the around 40,000 central city employees all parked on street, we would need to double the number of streets we have in the central city and have parking on both sides of every street. This would have a detrimental impact on the space available for both movement and amenity. Off street car parks cost between \$30,000 and \$70,000 (depending on land values and the type of parking) each and someone needs to pay this cost if the end user does not. We do not consider it appropriate for the community (through the Council) to fund free off-street car parks.

Parking data

A small number of submitters raised concerns about data used to support the Parking Policy.

The Council's parking data includes a stocktake of all on-street parking, broken down by type (metered, time restricted, loading zones, mobility parks etc.) and publicly available off-street parking. The majority of this data was collected in quarterly parking surveys where a snapshot occupancy was also collected to understand where the areas of high and low demand were on a weekday morning. This data is supplemented with parking building occupancy data, parking meter data and parking enforcement data to understand how the parking supply is used. Surveys have also been undertaken to understand the amount of privately owned off street parking using aerial imagery, building consent information and on-site analysis.

This data is sufficiently robust to provide a baseline for policy development and is under continual refinement. One significant challenge in understanding the total amount of available parking is the variability in how unmarked parking space is used. Depending on the size of vehicles, and the way in which people park, there can be significant variation in capacity, sometimes with more than 20% variation in the number of cars that can fit in a particular parking lot or on an unmarked street. This data is further supplemented with vacant land survey which comprises a significant amount of the temporary gravel lots. These sites change with reasonable regularity as some sites continue to be cleared and used for additional parking, and construction or alternate activities are undertaken on other sites.

As signalled in the Parking Policy, the full parking dataset of public and private parking will continue to be refined, enhanced and supplemented as the number and types of car parking changes in the central city, including how technology is used to better monitor and enforce the use of parking spaces.

Staff changes

Staff have identified a small number of grammatical changes to be made.

A summary of issues identified as part of the policy development of and pre-consultation engagement on the Parking Policy were published in a separate booklet to accompany the release of the draft Central City Parking Policy for public consultation. Staff consider it would be beneficial to append this list of issues to the Central City Parking Policy.

Recommendation

17. We recommend adopting the grammatical changes proposed by staff, as identified in the copy of the draft Central City Parking Policy provided to the Hearings Panel.
18. We recommend that the issues identified as part of the policy development of and pre-consultation engagement on the Central City Parking Policy be appended to the Policy.

Attachment C

HAVE YOUR SAY

We are reviewing how we manage parking in the central city, in particular on-street parking. Our proposed Central City Parking Policy will help us make decisions about how we use space and provide safer and more people-friendly streets.

Having the right parking policy will support community and visitor access to the central city, help local businesses to thrive, and ultimately make the city a more appealing place.

Our central city has been through significant land use changes and continues to face a number of challenges. The Central City Parking Policy supports our efforts to make the central city a vibrant place to live, work, shop and socialise, and our efforts to reduce greenhouse gas emissions.

Each year we receive a number of requests to reallocate on-street space, particularly in and around the Central Business District (CBD). These can be requests for loading zones, customer short-stay parking (P10 to P120), passenger drop-off and pick-up, and coach parking for hotels. The requests often propose substitution one type of parking for another. It's important we have a consistent approach to guide our decisions about different uses of space.

The focus of the Central City Parking Policy is a framework to guide future decisions on the allocation of on-street parking in our central city and certain other parking-related matters, including to signal a review of the approach to temporary off-street car parking.

To develop this draft Policy, Council staff met with a range of central city businesses, community and residential interest groups and representatives to share information about central city parking and understand their views.

We now want to know what you think of the draft Poly. You can provide feedback until 22 february 2021. Hearings will be held for people who wish to give feedback in person after the consultation period. We expect councillors to make a decision on the final Policy later in 2021.

Have your say at: ccc.govt.nz/haveyoursay

For more information and a summary of feedback from targeted engagement go online; ccc.govt.nz/ventralcityparking

Goals

The following goals have guided the development of the policy framework presented in this document and will also guide the implementation of that framework:

Promote 85% occupancy of parking spaces in the central city at peak times

Valuable space that is provided for parking in the central city needs to be well used. A target of 85% occupancy (international good practice) provides a balance of good utilisation with maintaining available parking spaces close to where people want them. By supporting higher turnover of spaces, more people can benefit from fewer spaces with different people using the space at different times of day, and different days of the week. This is generally preferable to a single vehicle using a single space all day to the exclusion of everyone else.

Support greenhouse gas emissions reduction targets

Through the Paris Agreement internationally, the Climate Change Response Act nationally, and Council's carbon goals, we have committed to significantly reducing the amount of greenhouse gas that we produce as a city. The cost and availability of parking influences our carbon footprint through choices made about whether to drive, travel by a more sustainable mode, or not to travel at all. The location of the central city, in conjunction with density of destinations, means that public and active transport are reasonable access choices for more people than other lower density or less central destinations that tend to be car dependent, or service a lower number of visitors. As part of supporting the uptake of sustainable modes like cycling and scooting, we also need to ensure we support parking for those modes.

Support high amenity off-street parking that makes efficient use of space

The number of people that we will need to accommodate in the central city in the future is likely to increase. Mode shift to active and public transport will be a vital part of managing any increase. Parking takes up a lot of valuable space in the central city - approximately 25-30m² per vehicle. Multi-storey parking buildings can make efficient use of limited space and can be fronted by retail, offices or other attractions, improving the attractiveness of the central city. Council's actions, however, can affect the commercial feasibility of private sector investment in these types of parking facilities.

Support a vibrant, people-friendly, central city

The Parking Policy must recognise and help to resolve the tension between providing space for parking to enable vehicle access and having sufficient development and amenity to make the central city a place people want to live, work and visit. The central city is growing in terms of employees, residents, commercial activity and visitors and is forecast to continue to do so, in particular with the major anchors of Te Pae, the Metro Sports Facility and the Multi Use Arena all opening in the coming years. The Parking Policy must support a balance of providing permanent parking with the allocation of space for more sustainable and space-efficient modes, and ultimately space for social and commercial activity. We need to continue to foster a strong public-

private sector partnership to ensure we understand the challenges businesses face and how we can share information and collaborate to achieve mutually desired outcomes.

Improve our parking data and information

A good understanding of the amount, type and utilisation of parking spaces is useful for both users of parking, and also those making decisions about parking, including for understanding the likely implications of any changes to parking. Historically, data has been collected for a wide range of purposes and this policy provides an opportunity to consolidate all of this information and maintain a single source moving forward.

The Policies

The draft Central City Parking Policy is made up of a suite of policies. There will always be a need for case-by-case assessment of changes to our parking policy, but these policies will help promote more consistent and transparent decision-making, as well as better alignment with the Council's strategic priorities.

- Policies 1 to 4 provide a general framework for managing parking demand in the central city and to balance competing requests for on-street space. A general prioritisation framework is outlined, as well as relevant considerations to guide a decision to depart from this framework. Special considerations relating to mobility parking are outlined.
- Policies 5 and 6 provide for residents parking, in particular in areas where parking restrictions have been introduced.
- Policy 7 addresses the role of the Council with respect to the provision of off-street parking.
- Policies 8-10 provide direction on the types of vehicles Council wishes to discourage and encourage on public streets, and a commitment to using technology to support effective parking allocation and management.
- Policy 11 proposes a review of the role of temporary surface off-street parking lots.

Policy 1: General prioritisation of on-street space

Policy 1 provides a generalised framework for prioritising on-street space.

Road space will generally be prioritised in the order outlined in the table below using the following District Plan Zoning Area classifications: Commercial Central City, Commercial Central City Mixed Used, and Residential Central City. Different priorities apply to each type of zone due to different needs and pre-existing parking arrangements.

The map in Appendix 1 shows central city streets, allocating each street to a zone, modelled on the District Plan classification but adapted to the needs of the Central City Parking Policy. This map is a guide only and will be updated from time-to-time as the city evolves and the function of certain streets changes.

Note that Policy 1 must be read alongside Policy 2.

Priority order	Commercial Central City Business	Commercial Central City mixed use	Residential Central City
1	Safety	Safety	Safety
2	Movement and amenity	Movement and amenity	Movement and amenity
3	Mobility parking	Mobility parking	Mobility parking
4	Bus stops	Bus stops	Bus stops
5	Loading zones	Cycle and micromobility parking	Residents parking
6	Cycle and micromobility parking	Loading zones	Cycle and micromobility parking
7	Taxi and special passenger service vehicles drop-off/pick-up	Taxi and special passenger service vehicles drop-off/pick-up	Short stay parking
8	Coach drop-off/pick-up	Coach drop-off/pick-up	Long stay Commuter parking
9	Short stay parking	Short stay parking	
10	Residents parking Taxi and passenger service vehicle parking	Residents parking	
11	Taxi and special passenger vehicle parking Coach parking	Taxi and special passenger service vehicle parking	
12	Coach parking Long stay parking	Coach parking	
13	Commuter parking	Long stay Commuter parking	

Explanation of movement priority

Movement and amenity are classified as a second order priority under this policy. Movement will be prioritised in the same way as the CCC Suburban Parking Policy 2019.

At present this means that:

- vehicle movement will take priority over amenity on-streets that are key transport corridors;
- movement for buses will take priority on core bus routes;
- movement for cycles will take priority on major cycle routes and areas of high current or desired cycle movements;
- movement for pedestrians will take priority in areas with high current or desired pedestrian footfall;
- movement for freight will take priority on the strategic freight routes; and
- movement of traffic will take priority on the strategic traffic routes where sufficient space exists once other priorities are catered for.

This approach will need to be updated after Waka Kotahi NZ Transport Agency's One Network Framework is finalised.

Access and parking for essential service and lifeline utility vehicles

The priority table in Policy 1 does not consider safe access and parking for essential service and lifeline utility providers as a separate priority, given the very specific access and parking needs involved. However, it should not prevent this use being prioritised as needed. An ongoing conversation is needed between the Council and utilities and lifeline service providers to understand the safe access issues and the best option for addressing them.

Policy 1 does not apply to special purpose areas

The District Plan also includes a small number of special purpose areas (for example, the hospital is in a special purpose area). Policy 1 presents a generalised framework and therefore does not apply to these special purpose areas. The map in Appendix 1 identifies streets which should be considered special purpose. The special nature of these streets should be taken into account when prioritising road space, alongside any relevant considerations under Policy 2.

Policy 2: Considerations to guide a departure from prioritisation under Policy 1

Policy 1 provides a general framework and does not mean that any one use should be given priority to the detriment of all other uses. For example, while mobility parking is a high priority, this does not mean all parks in the central city should be mobility parks, with no other type of parking permitted. A balance must be struck. This balance is particularly complex in the CBD, where there is competing demand for many different uses of the same on-street space.

At minimum, the following considerations, in no particular order, should be taken into account when departing from the prioritisation framework in Policy 1.

Relevant policies

[Any relevant policies issued by the Council, either before or after the introduction of this Central City Parking Policy, including Policy 9 in this Policy.](#)

Existing number, mix and utilisation of car parks

Consider the existing number, mix, and utilisation of car parks, both for the proposed use in question as well as other competing uses in the area (including the current use of that space).

Need for proximity parking

Consider whether the proposed use requires a park immediately adjacent to a business, or whether a short walk may be acceptable. This may include taking into consideration the ease and safety of pedestrian access.

Goals of parking policy

Consider how the proposed use will contribute to the goals of this policy, as well as the Council's priorities, including our emissions reduction targets and promoting sustainable transport mode choices.

Value of space

Consider whether the proposed use will maximise social and economic exchange. In metered situations, the value of the space may be measurable from meter revenue. In unmetered situations, the value of space may be measured by turnover and the types of users which the space supports (such as loading and delivery of goods to support economic activity, supporting access for mobility impaired etc).

Place function

Consider how the proposed use will support the place function of our streets and contribute to the vibrancy of our city.

Opportunity for variable restrictions

Consider whether demand for the proposed use varies according to the time of day and/or day of week. Parking spaces should be prioritised (and priced, if applicable) by time of day and day of week, where appropriate, if this will promote the goals outlined in this policy. Variable restrictions (and pricing) should be clear, and permissible use should be well understood.

Sharing of space

Consider whether proposed use needs to be exclusive, or could be shared. In general, the more space can be shared (whether for movement, amenity or parking) ~~parking can be provided~~, the more efficient and effective our use of space will be.

Policy 3: Improving access for those with restricted mobility

The Council will improve the provision of parking for people with restricted mobility by:

- Providing restricted mobility concessions to enable longer parking in time restricted on-street parking.
- Increasing the number of on-street mobility car parks, where there is demand.
- Reviewing parking arrangements where this is needed to ensure that parks are located where there is particular demand.
- Designing car parks, where possible, to cater for a range of mobility needs (for example, wheel chair use).
- Increasing the amount of public information on what mobility parking is currently available.
- Enforcing mobility parks to the extent that is possible, in order to deter illegal parking, including through the use of smart technology where possible.

Policy 4: Apply parking management criteria in areas of high demand

In areas of high parking demand, on-street parking will be managed on a case-by-case basis, in accordance with the criteria in the table below. High parking demand in the central city occurs where peak occupancy of on-street parking regularly exceeds 85% and therefore means that potential users of parking spaces are having difficulty finding a space when and where they need one.

Before considering the application of Policy 4, the Council should have sought and/or received information demonstrating that high demand is regularly occurring and is causing issues that need to be addressed in that area. Council should also confirm that any current restrictions are enforced and that high demand is not as a result of non-compliance with existing restrictions. There may be parts of the city where demand for parking is high at peak times, but the amount of existing off-street parking or availability of alternative transport modes means this is not generally an issue.

Criteria	Commercial Central City Business	Commercial Central City mixed use	Residential Central City
Occupancy of unrestricted on-street parking regularly exceeds 85% at peak times*	Introduce default P120 on-street-by-street basis – potentially only at certain times of the week and certain sections of the street	Introduce default P120 on-street-by-street basis – potentially only at certain times of the week and certain sections of the street	Introduce default P120 on a street-by-street basis applied to 25-50% of the street and consider paid residential exemptions (see Policy 5)
Occupancy of time restricted spaces regularly exceeds 85% at peak times*	Introduce a stricter time limit and/or paid parking	Introduce a stricter time limit and/or paid parking Consider paid residential exemptions (see Policy 5)	Extend time limits to a greater proportion of the street and/or introduce a stricter time limit and/or paid parking Consider/retain paid residential exemptions (see Policy 5)
Occupancy of paid parking in on-street spaces regularly exceeds 85% at peak times*	Increase parking charges or consider alternative solutions (eg facilitate shared parking)	Increase parking charges or consider alternative solutions (eg facilitate shared parking) Consider/retain paid residential exemptions (see Policy 5)	Increase parking charges or consider alternative solutions (eg facilitate shared parking) Consider/retain paid residential exemptions (see Policy 5)

* Peak times is defined as occurring at the peak occupancy period

Note:

- That if restrictions are in place (as set out above), these restrictions can be varied by day of week or time of the day, to enable better utilisation of parking spaces when demand is low.
- It is not envisaged that residents' exemptions would be provided in the Commercial Central City Business Zone.
- That Policy 4 does not apply to the small number of special purpose zones in the central city, as the use of space in these zones needs to be managed on a case-by-case basis having regard to all relevant considerations.

Policy 5: Consider residents' exemption parking areas where the criteria are met under Policy 4

The Traffic & Parking Bylaw 2017 allows the Council to reserve residents' exemption parking areas for the use of persons who reside in the vicinity. Residents with a residents' ~~exemption~~parking permit are exempt from general parking restrictions that apply to vehicles without an ~~exemption~~ permit. ~~This is different to residents only parking (Policy 6) which refers to a space that only residents can park in.~~

When the occupancy criteria are met under Policy 4, the Council would be able to consider the introduction of residents' exemption parking areas, alongside time-limit and/or paid restrictions for other vehicles. This would prioritise resident and short stay parking, while deterring commuter parking.

Each area would need to be considered on a case-by-case basis, taking account of what other parking options are available for residents (for example, driveways, nearby parking, and on-site parking).

An ~~exemption~~ permit would not guarantee a parking space. However, the total number of ~~exemption~~ permits available will be capped as a percentage of overall spaces within an area. This, in combination with restrictions on public parking under Policy 4, will help to ensure there is likely to be a park available for a resident with an ~~exemption~~ permit when they need it. The fee for ~~exemption~~ permits will be set to recover reasonable costs.

~~Exemption Parking~~ permits will be allocated to residents in the defined area and proof of address and vehicle registration details will be required. ~~Residential parking permits will be issued on an annual basis.~~ A resident is classed as a person who lives on a street covered by the parking scheme. Residents with mobility parking permits will be accorded priority.

Some new developments are offering the choice of including or excluding an off-street park when purchasing or renting a dwelling. The sale or rental price will reduce if an off-street park is excluded from the agreement. Residents' ~~exemption~~ permits should, therefore, not be provided, as of right, for dwellings with no off-street parking, as on-street residents' exemption parking should not be seen as a cheap alternative to residential off-street parking.

In allocating more street space to residents for parking, less street space will be available for the public, in particular for commuters. Alternative arrangements for other parking requirements are currently available in parking buildings, but we will also need to continue to improve active and public transport options to support journeys to the central city.

Policy 6: Generally retain existing resident-only parking areas but do not permit new resident-only areas

Residents only parking (Policy 6) refers to a space that only residents can park in. This is different from residents' exemption parking (Policy 5). The Council will generally retain existing resident-only parking areas for which parking permits are currently issued.

However:

- In areas of no or low demand, the Council will undertake a review to determine whether resident-only parks should be retained, reduced, or removed.
- No new resident-only parks will be introduced.
- The Council will retain the discretion to remove resident-only parks in places where a residents' exemption parking area is proposed. The impact on existing permit holders must be taken into account in making a decision. If a decision is made to remove the resident-only parks, permit holders would need to apply for a new permit under the new residential exemption scheme introduced under Policy 5.

Policy 7: The Council will not generally provide additional off-street parking

The Council operates a small number of off-street car parking facilities in the central city.¹ There is a remaining commitment to replace the capacity of the Manchester Street parking building destroyed in the earthquake. The Crown and the Council are also constructing the Metro Sports Facility, Multi Use Arena, and Te Pae (convention centre). Each of these anchor projects has an integrated transport assessment to determine how traffic will be managed, including any parking.

Outside of these existing commitments, Council will not generally build additional off-street public car parking. The Council needs to encourage the uptake of active and public transport, and avoid undermining the commercial feasibility of permanent parking provision by the market. Privately owned car parking buildings have been constructed in a number of places in the central city to date. Council needs to provide certainty for commercial providers and potential investors in off-street parking that Council does not generally intend to provide further off-street parking.

If exceptional circumstances exist and the Council was to consider providing further off-street parking, the Council would follow the process outlined below.

First, the Council will manage areas of high parking demand as per Policy 4. Second, if all parking management measures under Policy 4 have been implemented and have not been successful in managing parking demand (i.e. paid on-street parking has been introduced, occupancy regularly exceeds 85%, and issues are arising), the Council must consider all possible options, including the following:

- Ensuring accurate information is conveyed about available parking.
- Improving enforcement of parking restrictions.
- Improving the uptake of active and public transport through greater investment in these sustainable modes.
- Facilitating shared parking.
- Exploring investment options with central government and/or the private sector.

This Policy does not apply to the potential future provision of park and ride/bike facilities (see Policy 9).

¹ Following the 2011 earthquake, the Council had an agreement with the Crown to replace the capacity of the parking buildings lost in the earthquakes to support the immediate recovery of the central city. This involved contributing to build of the Crossing and Lichfield car parking buildings, with the Council now operating the Lichfield and Art Gallery buildings with around 900 spaces.

Policy 8: Deter private business from storing vehicles on the road.

The Council will prevent private businesses from using on-street parking to store vehicles on the road, as in the Traffic & Parking bylaw 2017 (Clause 13).

Policy 9: Support parking for sustainable alternatives to petrol or diesel vehicles, to encourage greater use of these modes

The Council supports providing parking for sustainable alternatives to single occupancy motor vehicles, to encourage greater use of these alternatives. Alternatives include bicycles, micro-mobility devices (such as scooters and e-scooters), zero exhaust emission vehicles (such as battery electric vehicles) cars, car share, and motorcycles. The Council also wishes to support the use of mobility devices.

In addition to relevant policies in this document (such as Policies 1 and 2), the following considerations will assist with decisions on providing parking for these alternatives:

Implement dedicated policies

If dedicated policies have been developed by the Council, they are the starting point for decisions on the provision of parking. For example, the Car Share Policy 2016 and the Electric Vehicle Policy 2016 contain guidance on parking for these types of vehicles.

Improve understanding of demand

Information needs to be gathered on where existing parks are located and the demand for parks. If necessary, occupancy surveys can be conducted on a case by case basis to assess utilisation.

One particular dimension of demand that needs to be taken into account is design of parking. For example, commuter cycling numbers are increasing and this increase is largely made up of people riding heavier, bulkier bikes, such as cargo bikes. New bike parks need to be usable bike parks. Space-saving hanging racks and racks with narrow spacing dimensions cannot be used by all cyclists.

Alignment with the goals in this Policy

Parking provision for all modes of travel should align with and reflect the goals in this Policy.

Policy 10: Support and adopt advances in parking management technology

Advances in parking management technology are improving how the Council manages its parking. Such technologies make parking more customer friendly, reduce operating costs, and enhance data collection and monitoring. The Council will support and adopt advances in parking management technology where possible.

Item 4

Attachment C

Policy 11: Review the role of temporary off-street surface parking lots

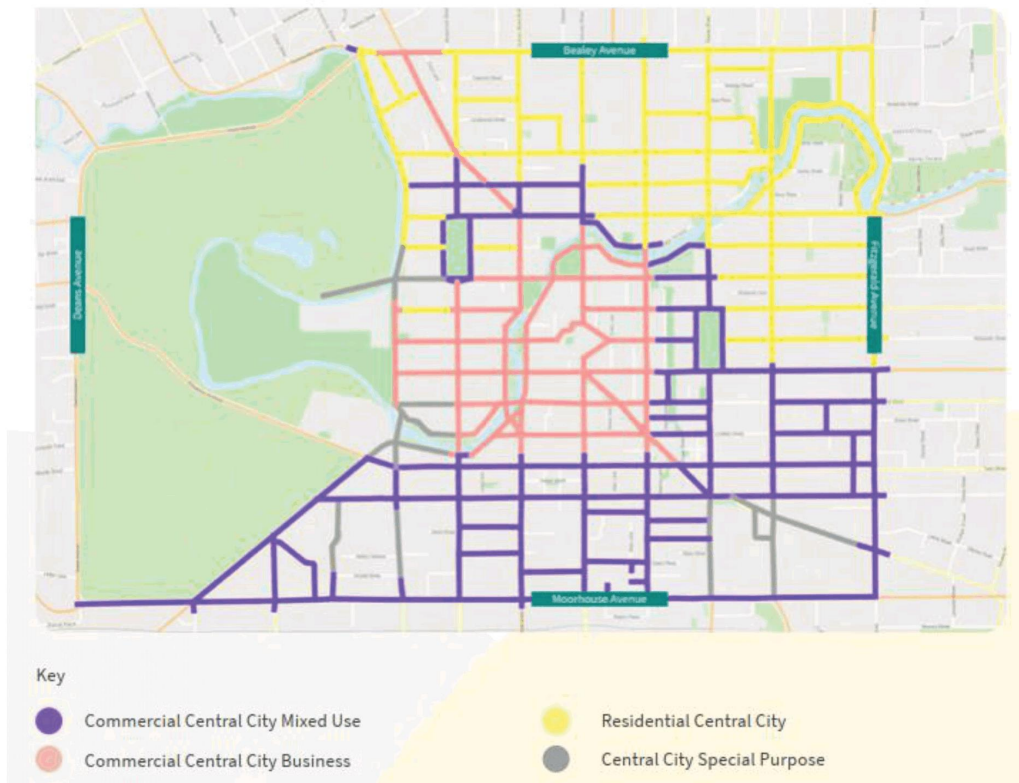
Council will review the role of temporary off-street surface parking, including whether any changes are required in the District Plan.

The objective of this review will be to explore whether to reduce the number of temporary off-street surface car parks. This could include replacing them with higher quality off-street parks or not replacing them at all.

Currently temporary surface parking lots are not permitted by the District Plan unless a consent or a temporary accommodation permit is granted. The permit process was introduced as a result of the Christchurch earthquakes and, under legislation, permits will expire when the relevant Order in Council is revoked on 30 June 2021. Consents will not be affected. After 30 June, a consent will be required or operations will need to cease.

Appendix One

Map of Central City Parking Policy boundaries
and street classification



Appendix Two: Parking-related issues in the central city

The following issues were identified through research and analysis, as well as talking to stakeholders.

The availability of free or cheap parking encourages commuting to the central city in private vehicles rather than by more sustainable modes

- In the financial year 2018/19, on-road petrol and diesel use was the highest emitting source within the transportation sector's greenhouse gas emissions and produced 36% of Christchurch's total gross greenhouse gas emissions. On-road petrol and diesel use increased by 2.3% between 2016/17 and 2018/19.
- We have set a target for reducing our greenhouse gas emissions (excluding methane) by 50% by 2030 and reaching net zero by 2045. Mode shift from single occupant vehicles to sustainable modes is an important part of our strategy to reduce our emissions and address other problems associated with high levels of car usage. These include reduced amenity, safety risks and poor health outcomes, and the significant rise in congestion forecast for the future.
- The 2018 census data shows a relatively high proportion of workers in the central city (69%) arriving by car, truck or van. One of the factors driving this high rate of commuting to the central city by private vehicle is the availability of free or cheap parking. However, the true cost of this commute (in particular, the environmental impacts) is not borne by the user. We have more than 40,000 workers at present in the central city, and we are aiming to increase this to 75,000 over the next 30 years.² This growth in transport demand needs to be accommodated through active and public transport. Incorporating this growth through private vehicle travel would result in a level of car use that the central city network would not have the capacity to absorb, and would exacerbate the negative impacts of high car usage outlined above.

It is difficult to resolve competing demands for valuable central city on-street space, and trade-offs must be made when prioritising one use over another

- Central city space has significant value leading to competing demands for use whether it be: -
 - for place function, recognising streets as places to dwell and not just move along - as a destination, such as hospitality, recreation, retail and office space, and visiting people and/or places
 - to support business operations, in particular through loading zones
 - as a connection between movement and destination, such as bus stops, parking, drop off/pick-ups, and footpaths.
- With limited on-street space available, the use of this space needs to be prioritised. To accommodate the greatest number of uses, priority may need to change by time of day, day of week, and location (in particular, distance from the city core). Advances in technology will support our ability to allocate and share road space more efficiently.

² Our Space 2018-2048 Greater Christchurch Settlement Pattern Update (July 2019)
<https://www.greaterchristchurch.org.nz/assets/Documents/greaterchristchurch/Our-Space-final/Our-Space-2018-2048-WEB-FINAL.pdf>

There are concerns that the presence of a large number of temporary surface parking lots in the central city are detracting from the city's recovery

- Demand for land has not returned to pre-earthquake levels, and some land has been left vacant and undeveloped for a long period of time, resulting in temporary carparks (some in a messy and dilapidated state), broken buildings and empty spaces near the heart of Christchurch. A large proportion of vacant land in the central city is now used for temporary parking. There is a concern that these sites reduce the city centre's vibrancy, making it less walkable and contributing to perceptions that it is unsafe.
- There are, however, different views on the role of temporary surface parking lots in the central city's recovery. In particular, there is a view from some stakeholders that temporary surface car parking lots are fundamental to the survival of the city by providing accessible and low cost parking to business patrons. They feel that restrictions on these type of car parks as well as on-street parking make it difficult for central city businesses to compete with suburban malls.
- There is a need to support access to local businesses in a way which does not detract from the attractiveness of the offering of the central city. Temporary parking has no amenity value in itself. It is the adjacent hospitality, recreation, retail and office space that attracts people and drives the value of temporary parking. The primary purpose of operating a temporary parking site is to provide a return on land while it remains undeveloped. It has been suggested that these sites also support short stay, high turnover access to people visiting businesses in the CBD, but it is not clear if that is the case. A large number of public surface car parks offer low cost all day "early bird" parking suggesting they are marketed at commuters. There are also a number of private temporary car parks which are not advertised for public access and are likely used for commuting.
- There is a need to better understand the problem, and obtain data on the extent to which temporary car parks are used by commuters rather than short-stay visitors to the city, and on what people do once they park.

We do not have the capacity with current tools to enforce all on-street parking restrictions

- On-street parking enforcement ensures there is a turnover of car parks for customers and patrons supporting the areas businesses, visitors and residents. If we do not actively manage the supply of on-street parking by enforcing parking time limits and price restrictions, then usage in breach of those restrictions will increase – for example, commuters parking in P120 parks.
- However, with the current tools, it is too expensive to enforce all parking restrictions and anecdotally we are aware of some non-compliance.

We need to improve the quality of our data to support evidence-based parking decisions

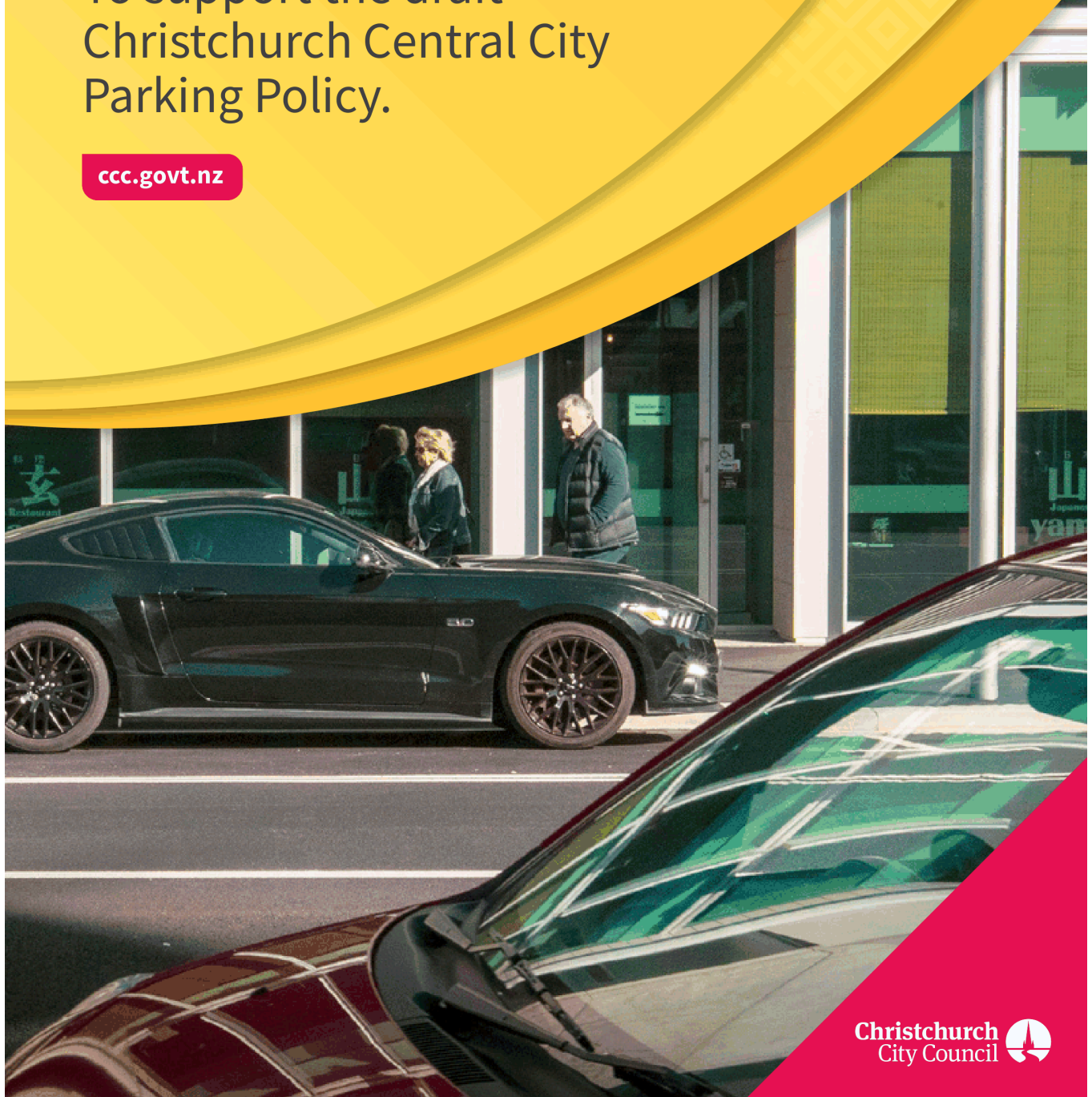
- The Council has good data for occupancy of the approximately 1,300 metered spaces and approximately 1,700 off-street parking building spaces. We are working to improve our occupancy count for our unmetered on-street spaces and to be able to break parking data down spatially.

Attachment D

Additional Information

To support the draft
Christchurch Central City
Parking Policy.

ccc.govt.nz



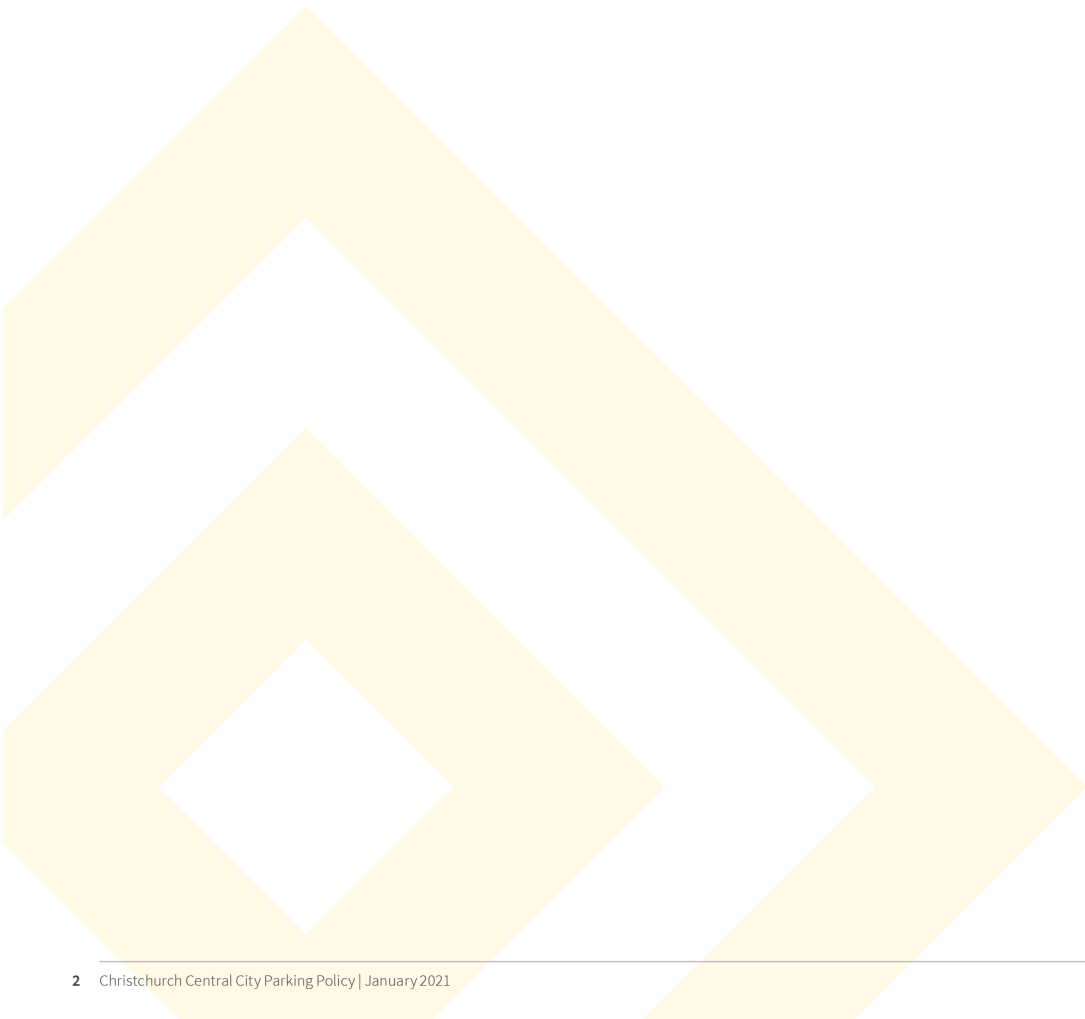
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Introduction

In this document you'll find information about parking-related issues as well as numbers and types of car parks in our central city.

This information supports our draft Christchurch Central City Parking Policy, which is currently out for consultation until 5pm Monday 22 February 2021. Having the right parking policy will support community and visitor access to the central city, help local businesses to thrive and ultimately make the city a more appealing place.

To have your say on the draft Policy, visit:

ccc.govt.nz/haveyoursay



Our central city today

Our central city is the economic, social, and cultural heart of our city. We have seen significant changes to our central city in the decade since the Canterbury earthquakes of 2010 and 2011.

The challenges we have faced have strengthened our desire to place people at the centre of the redevelopment of our central city. Our community has told us that they want a central city that fosters business investment and growth, attracts visitors from around the globe and invites residents to wander, explore and discover the treasures within the lanes, new public spaces and network of parks.

Our Central City Parking Policy needs to support our efforts to make our central city a vibrant destination to live, work and socialise. Our central city is now home to around 6,000 residents and growing. There are new public spaces, including gardens and parks, and places to gather, and the city is becoming greener, easier, and more enjoyable to move around. Major public facilities are under construction that will attract people to the city, there are 900 new residential dwellings with more planned, and significant improvements have been made to the transport network to make it easier and safer to move around the city by car, bike, or on foot.

When we consider how our parking policy can best support our central city, we need to keep in mind that the needs of our city centre are different from those of surrounding suburbs. Our central city is a hub of productivity and entertainment, with a higher density of people and businesses than is present outside the centre, making it easier to connect. Businesses can flourish if they enjoy a competitive advantage due to the city centre presenting an attractive offering that is not available elsewhere, supported by this greater number and density of people. The attractiveness of our city centre depends on the vibrancy and mix of its retail and hospitality offerings, entertainment venues, visitor attractions, and public and

green spaces, as well as its connectedness. Our central city also has a growing density of housing and a large daily influx of workers and visitors. The more attractive our central city, the more it can meet a wide range of interests and tastes, entice new residents and create new business opportunities, ultimately boosting the diversity and resilience of our local economy. If our city centre prospers, this supports the prosperity of our city as a whole.

This parking policy is about the allocation of valuable central city street space. The dynamics of that street space can vary across the central city and this is reflected in the different zones identified in the District Plan. Our central city comprises a tight business core (commercial central city) and graduates out through a mixed area of businesses and dwellings (commercial central city mixed use) to culminate in inner city residential dwellings (residential central city) that are expected to increase in density as our city grows. Special purpose areas also exist (including important facilities like our hospital), which contribute to the unique offering of our central city. In developing a parking policy that that helps our central city to flourish, we need to consider the special role played by the central city as well as the particular dynamics of each of the areas that make up our central city.

Our central city population

Pre-earthquake



52,000
employees



8,000
residents

Now



41,000
employees



6,000
residents

Goal



75,000
employees by 2048



20,000
residents by 2028

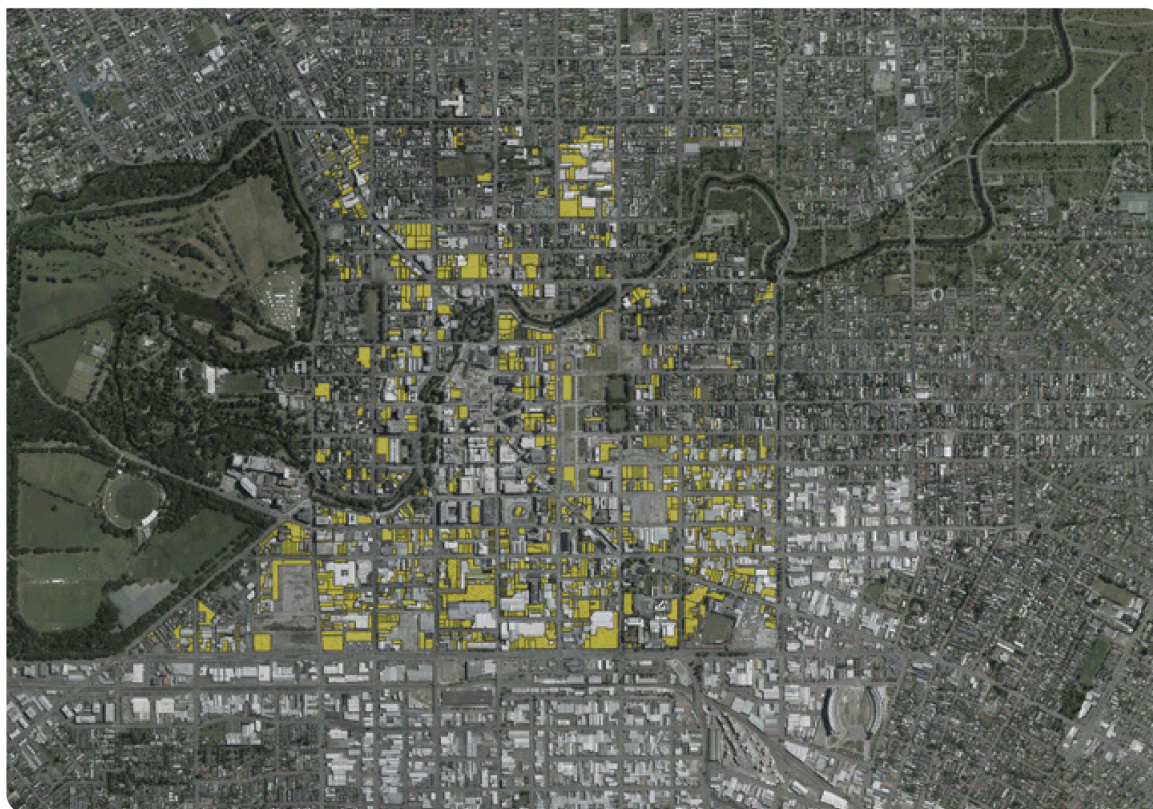
Parking in our central city

Parking in our central city can be on or off-street. On-street parking is provided by the Council. Off-street parking can be owned and managed by the Council, but it is mostly privately owned and managed by businesses or residents. Parking options include surface parking, basements or roofs of buildings, or multi-storey buildings. Some parking facilities are intended to be temporary, such as the surface gravel lots we see around our city which operate on vacant land. Others, such as parking buildings, are intended to be more permanent.

The number of car parks in our city changes over time as land use changes. We have been surveying publicly available on and off-street car parks quarterly since 2015.

We also counted total parking spaces over the summer of 2019/20 which identified a total of around 35,000 non-residential public and private parking spaces in the central city at this time, this figure excludes parking spaces on residential properties which we have not counted).

What does this look like on a map? Using aerial photographs, we identified around 65 hectares (650,000 m²) of off-street, non-residential, surface parking in the central city as shown on the map below. The value of this land is significant and represents about two thirds of non-residential parking in the central city. Not shown on the map is the remaining third which comprises on-street parking and parking in multi-storey buildings.

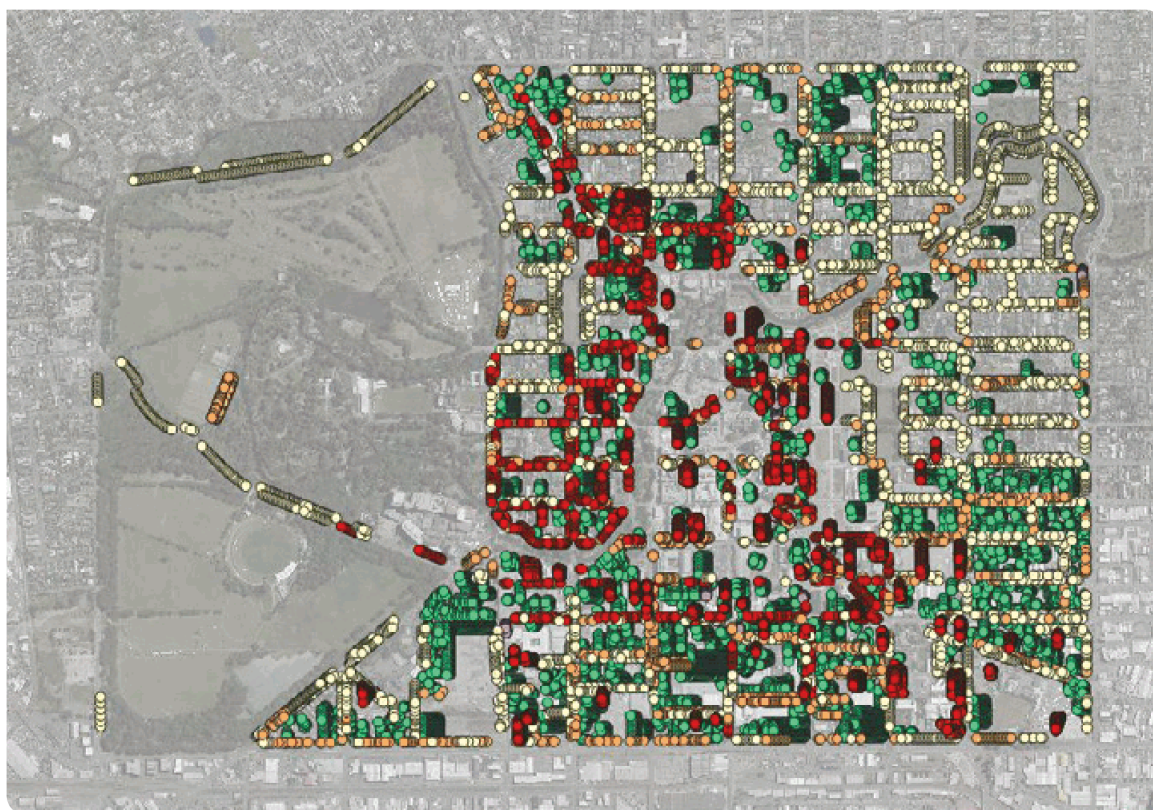


Key: yellow = land used for non-residential surface parking

There are fewer on-street spaces now, primarily due to changes to streets around the East Frame, the Margaret Mahy Family Playground and the Metro Sports Facility. This reduction in on-street spaces has been balanced by an increase in off-street supply, and there are roughly the same number of car parks now as there were before the earthquakes. The Council manages all on-street parking, but the majority of off-street parking is managed by private providers.

The map below shows the location of the around 14,500 publicly available car parks. These car parks include:

- Off street parking buildings (for example Lichfield Street, the Art Gallery, The Crossing)
- Off street surface lots (for example Wilsons and Good Spot parking lots)
- On street metered spaces
- On street restricted spaces (either time restricted such as P60 and P120 spaces, or vehicle type restricted such as loading zones and mobility parks)



Key

- | | |
|---|--|
| ● on street metered | ● on street unrestricted |
| ● on street time restricted | ● off street casual |

Central city parking - the numbers



Around **33,000**
parks in the central city
(excluding residential parks)



Around **80%**
is off-street parking



Around **20%**
is on-street parking



The majority of on-street
parking is unmetered and
unrestricted



approximately **13,000** of the **33,000**
total parks are publicly available car parks
(ie not associated with a particular shop or business)



of these **13,000** publicly
available car parks



1,200 are metered, on-street spaces



Around **7,200**
are off-street spaces



2,100 in
parking buildings



5,100
in surface lots

the Council manages **900** of these car
parks and the rest are managed by private
organisations

The remaining **4,600** are unmetered,
on-street spaces, free to the user (1,200 of
these have time restrictions and a small number are
vehicle restricted - i.e. mobility parks or loading zones)



The vast majority (around 94%) of residential units in the central city have off-street parking
(though we do not know how many spaces each unit has for parking – this would be difficult
to accurately estimate).

Future technological advances

With technological advances, including autonomous vehicles, the way we park is likely to change in the future.

The timeframe for such potentially significant change is uncertain. Given the current technology development curve, and barring any significant technological breakthroughs over the next few years, it is unlikely that vehicles with high driving automation will be operating (outside of controlled trials) on New Zealand public roads before 2025, and highly unlikely that vehicles with full driving automation will be operating before 2030. In the meantime, we need to respond to our current circumstances by having a consistent approach for

resolving parking requests and issues, to support the regeneration of our city.

In the future, technological advances will further open up possibilities for fair and efficient sharing of parking space. This will help us to move away from a reserved parking model to a shared parking model, which recognises that peak parking demand does not coincide for every business or activity. Technological advances are also likely to include better booking and payment methods, and better wayfinding (in particular, parking availability and mobility as a service apps).

A note on the Council's role in parking

The Council performs several important and distinct roles when it comes to parking in the central city:



As a provider

The Council manages all of the on-street spaces and two off-street parking buildings (Lichfield Street and the Art Gallery).



As a manager:

The Council's parking wardens monitor and enforce Council-provided spaces on-street and off-street (Lichfield and Art Gallery).



As a regulator

The Council has a statutory responsibility as a consenting authority under the Resource Management Act 1991 and the Building Act 2004. This is to ensure developments comply with the objectives of the District Plan and to manage the environmental effects that may arise from development.



As a facilitator

The Council has an interest in ensuring the social, cultural, economic, and environmental success of the central city. Where parking can play a role, the Council can help coordinate development to ensure parking outcomes contribute to the wider strategic objectives; for example, through facilitating shared parking.

The Council currently provides and manages around 20% of the parking supply in the central city, with the private sector providing and managing the other 80%. The Council can have a regulatory and facilitation role even where it does not provide or manage parking.

Parking-related issues in the central city

The following issues were identified through research and analysis, as well as talking to stakeholders.

The availability of free or cheap parking encourages commuting to the central city in private vehicles rather than by more sustainable modes

- In the financial year 2018/19, on-road petrol and diesel use was the highest emitting source within the transportation sector's greenhouse gas emissions and produced 36% of Christchurch's total gross greenhouse gas emissions. On-road petrol and diesel use increased by 2.3% between 2016/17 and 2018/19.
- We have set a target for reducing our greenhouse gas emissions (excluding methane) by 50% by 2030 and reaching net zero by 2045. Mode shift from single occupant vehicles to sustainable modes is an important part of our strategy to reduce our emissions and address other problems associated with high levels of car usage. These include reduced amenity, safety risks and poor health outcomes, and the significant rise in congestion forecast for the future.
- The 2018 census data shows a relatively high proportion of workers in the central city (69%) arriving by car, truck or van. One of the factors driving this high rate of commuting to the central city by private vehicle is the availability of free or cheap parking. However, the true cost of this commute (in particular, the environmental impacts) is not borne by the user. We have more than 40,000 workers at present in the central city, and we are aiming to increase this to 75,000 over the next 30 years.¹ This growth in transport demand needs to be accommodated through active and public transport. Incorporating this growth through private vehicle travel would result in a level of car use that the central city network would not have the capacity to absorb, and would exacerbate the negative impacts of high car usage outlined above.

It is difficult to resolve competing demands for valuable central city on-street space, and trade-offs must be made when prioritising one use over another

- Central city space has significant value leading to competing demands for use whether it be:
 - for movement function such as traffic lanes and footpaths
 - for place function, recognising streets as places to dwell and not just move along
 - as a destination, such as hospitality, recreation, retail and office space, and visiting people and/or places
 - to support business operations, in particular through loading zones
 - as a connection between movement and destination, such as bus stops, parking, drop off/pick-ups, and footpaths.
- With limited on-street space available, the use of this space needs to be prioritised. To accommodate the greatest number of uses, priority may need to change by time of day, day of week, and location (in particular, distance from the city core). Advances in technology will support our ability to allocate and share road space more efficiently.

There are concerns that the presence of a large number of temporary surface parking lots in the central city are detracting from the city's recovery

- Demand for land has not returned to pre-earthquake levels, and some land has been left vacant and undeveloped for a long period of time, resulting in temporary car parks (some in a messy and dilapidated state), broken buildings and empty spaces near the heart of Christchurch. A large proportion of vacant land in the central city is now used for temporary parking. There is a concern that these sites reduce the city centre's vibrancy, making it less walkable and contributing to perceptions that it is unsafe.
- There are, however, different views on the role of temporary surface parking lots in the central city's recovery. In particular, there is a view from some stakeholders that temporary surface car parking lots are fundamental to the survival of the city by providing accessible and low cost parking to business patrons. They feel that restrictions on these type of car parks as well as on-street parking make it difficult for central city businesses to compete with suburban malls.

¹Our Space 2018-2048 Greater Christchurch Settlement Pattern Update (July 2019)
<https://www.greaterchristchurch.org.nz/assets/Documents/greaterchristchurch/Our-Space-final/Our-Space-2018-2048-WEB-FINAL.pdf>

Parking-related issues in the central city

- There is a need to support access to local businesses in a way which does not detract from the attractiveness of the offering of the central city. Temporary parking has no amenity value in itself. It is the adjacent hospitality, recreation, retail and office space that attracts people and drives the value of temporary parking. The primary purpose of operating a temporary parking site is to provide a return on land while it remains undeveloped. It has been suggested that these sites also support short stay, high turnover access to people visiting businesses in the CBD, but it is not clear if that is the case. A large number of public surface car parks offer low cost all day “early bird” parking suggesting they are marketed at commuters. There are also a number of private temporary car parks which are not advertised for public access and are likely used for commuting.
- There is a need to better understand the problem, and obtain data on the extent to which temporary car parks are used by commuters rather than short-stay visitors to the city, and on what people do once they park.

We do not have the capacity with current tools to enforce all on-street parking restrictions

- On-street parking enforcement ensures there is a turnover of car parks for customers and patrons supporting the areas businesses, visitors and residents. If we do not actively manage the supply of on-street parking by enforcing parking time limits and price restrictions, then usage in breach of those restrictions will increase – for example, commuters parking in P120 parks.
- However, with the current tools, it is too expensive to enforce all parking restrictions and anecdotally we are aware of some non-compliance.

We need to improve the quality of our data to support evidence-based parking decisions

- The Council has good data for occupancy of the approximately 1,300 metered spaces and approximately 1,700 off-street parking building spaces. We are working to improve our occupancy count for our unmetered on-street spaces and to be able to break parking data down spatially.





The draft Christchurch Central City
Parking Policy is out for consultation
until Monday 22 February 2021.

Tell us what you think at

ccc.govt.nz/haveyoursay

Attachment E

[Home](#)
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[Long Term Plan](#)

A photograph showing a line of cars parked in a lot. In the foreground, the rear of a red car is visible. Next to it is a blue car, and further back are other vehicles in various colors like red, silver, and grey. The cars are parked on a paved surface with white lines.

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ATTACHMENT E

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Feedback wanted on central city parking approach

Better streets & spaces | 26 Jan 2021

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Christchurch City Council is encouraging people to give their feedback on a proposed new policy that aims to ensure we have the right mix of parking in the central city.

The Council has released the Draft Christchurch Central Parking Policy for public consultation and is giving people until 22 February 2021 to provide feedback.

"Our central city has been through significant land use changes since the earthquakes and continues to face a number of challenges. Our central city parking policy needs to support our efforts to make the central city a vibrant place to live, work, shop and socialise so we are really keen to hear people's views on it," says Council Head of Policy and Strategic Transport David Griffiths.

"The policy matters because it will guide decision-making about how we allocate street space and balance competing needs in the central city," Mr Griffiths says.

Have Your Say

Christchurch's city centre has about 33,000 parking spaces. About 20 per cent of the parking spaces are on-street, with the majority offering unmetered and unrestricted parking.

The balance of the parking is provided off-street. Some of the off-street parking is for the exclusive use of particular shops or businesses, but there are still about 7200 publicly available off-street parking spaces that are managed either by the private sector or the Council.

"We want to ensure that in peak times there is high turnover of parking spaces in the central city and are proposing a target occupancy of 85 per cent at those times, which is international good practice," Mr Griffiths says.

By supporting higher turnover of spaces, more people can benefit from spaces, with different people using the space at different times of the day, and different days of the week. This is generally better than having a single vehicle using a single space all day to the exclusion of everyone else.

"The Draft Christchurch Central Parking Policy advocates for the uptake of sustainable modes of travel, like walking, taking the bus, cycling or scooting and looks at how we balance the limited space between these modes," Mr Griffiths says.

"Currently there is a large proportion of vacant land in the central city that is being used for temporary parking. There is some concern that these makeshift parking lots reduce the city centre's vibrancy. The Draft Christchurch Central Parking Policy provides for a review of the role of temporary surface off-street parking lots," Mr Griffiths says.

"Our goal with the parking policy is to take a smart approach to the provision and management of parking so we get the balance of parking right in the central city. We want to allocate valuable space in a way that supports our climate change goals and enables the central city to be a vibrant place to live, work, shop and socialise."

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Christchurch

No warnings in place

Today 5 Mar 25° 12°

Popular news

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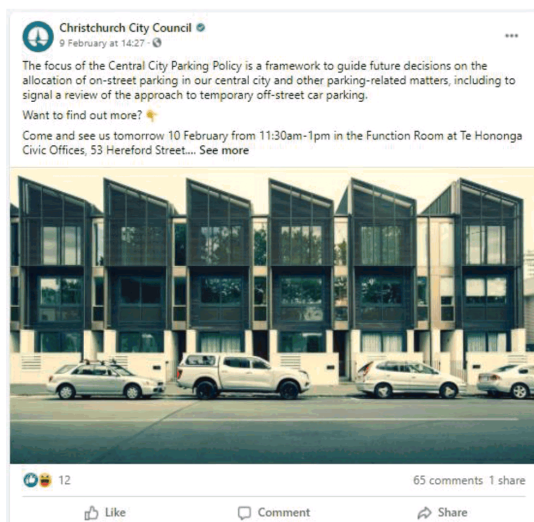
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City life | 4 Mar 2021

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ATTACHMENT E

FACEBOOK POSTS



Attachment F: Press advertisement Friday 5 February 2021

Item 4
Attachment F

How do we balance our city's needs?

Central City Parking Policy

We're developing parking guidelines to help us make decisions about how we use space to provide safe and people-friendly streets.

Come and talk to us at two information sessions:

- Wednesday 10 February, 11:30am – 1pm
- Wednesday 17 February, 5pm – 6:30pm

Te Hononga Civic Offices, 53 Hereford Street,
Function Room (Level one).

Have your say by 22 February 2021.

ccc.govt.nz/haveyoursay



Christchurch
City Council 

5. Hearing of Submissions Schedule

Reference / Te Tohutoro: 21/309024

Report of / Te Pou Nathaniel Heslop, Committee & Hearings Advisor,
Matua: Nathaniel.heslop@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community,
Pouwhakarae: mary.richardson@ccc.govt.nz

1. Purpose / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide the Hearings Panel with a timetable of submitters to speak at the hearing, in response to the consultation on the Draft Central City Parking Policy, as follows:

Time	Submission Number	Name/Organisation
9.30am	Committee & Hearings Advisor calls meeting to order Elect Chair	
9.35am	Council Officer presentation and Panel questions (15 minutes)	
9.50am	37889	Tim Glasson – 152 Hereford St Limited
10.00am	37974	Patrick Fontein – Innovation Carpark Limited
10.10am	37974	Patrick Fontein – D4 Studios Limited
10.20am	37991	Shaun Stockman – Stockman Group Limited
10.30am	37582	Richard Peebles – Peebles Group Limited
10.40am	37636	Emma Norris – Waipapa/Papanui Innes Community Board (no longer wishes to be heard)
10.50am	37952	Andrew Metherell – Distinction Christchurch Limited
11.00am	37958	Liam Kernaghan – NZ Property Council
11.10am	38132	Melanie Foote – Orion New Zealand Limited (no longer wishes to be heard)

Time	Submission Number	Name/Organisation
11.20am		20 minute break for morning tea
11.40am	38133	John Scheele (RM Group) & Grant McPhail (ARA Facilities Manager) – ARA
11.50am	37753	Lucy Forrester – Carters Group Limited
12.00pm	37861	Cameron Bradley – Generation Zero
12.10pm	38373	Marjorie Manthei – Victoria Neighbourhood Association
12.20pm	37846	Rowena Watson – New Regent St Business Association
12.30pm	38131	Roy Hughes – Canterbury West Coast District Council AA
12.40pm	37802	██████████ - Individual
12.45pm	36450	Desiree Aceves - Individual
12.50pm	37034	Grant Hambly – Individual (Zoom)
12.55pm	37811	Kevin McSweeney – Individual (Zoom)
1.00pm	36885	Jaimita de Jongh - Individual
1.05pm	37373	Ulrich Berger - Individual
1.10pm	36593	Rama Pook - Individual
	Conclusion of oral submissions	
	Deliberations by Panel	

- 1.2 Note, that the Local Government Act 2002 requires, as one of the principles of consultation, that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration” (section 82(1)(e)).

2. Officer Recommendations / Ngā Tūtohu

That the Hearings Panel:

1. Accepts the written submissions, including any late submissions, received on the Draft Central City Parking Policy.

Attachments / Ngā Tāpirihanga

There are no attachments for this report.

6. Hearing of Submissions / Ngā Tāpaetanga

Submitters who indicated that they wished to be heard in person will present to the Hearings Panel. A schedule of presenters can be found in Item 5.

7. Consideration and Deliberations/ Ngā Whaiwhakaaro me Ngā Taukume o Ngā Kōrero

At the conclusion of submitters being heard, the Hearings Panel will consider all submissions received on the proposal, and any additional information provided by submitters and Council Officers. The Hearings Panel will then deliberate on the proposal.

8. Hearings Panel Recommendations/ Ngā Tūtohu o Te Tira Tauaki

At the conclusion of deliberations the Hearings Panel will make a recommendation on the Draft Central City Parking Policy to the Council.