

**Hearings Panel**  
**Draft Christchurch Central City Parking Policy**  
**MINUTES ATTACHMENTS**

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**Date:** Monday 29 March 2021  
**Time:** 9.30am  
**Venue:** Committee Room 1, Level 2, Civic Offices, 53 Hereford Street, Christchurch

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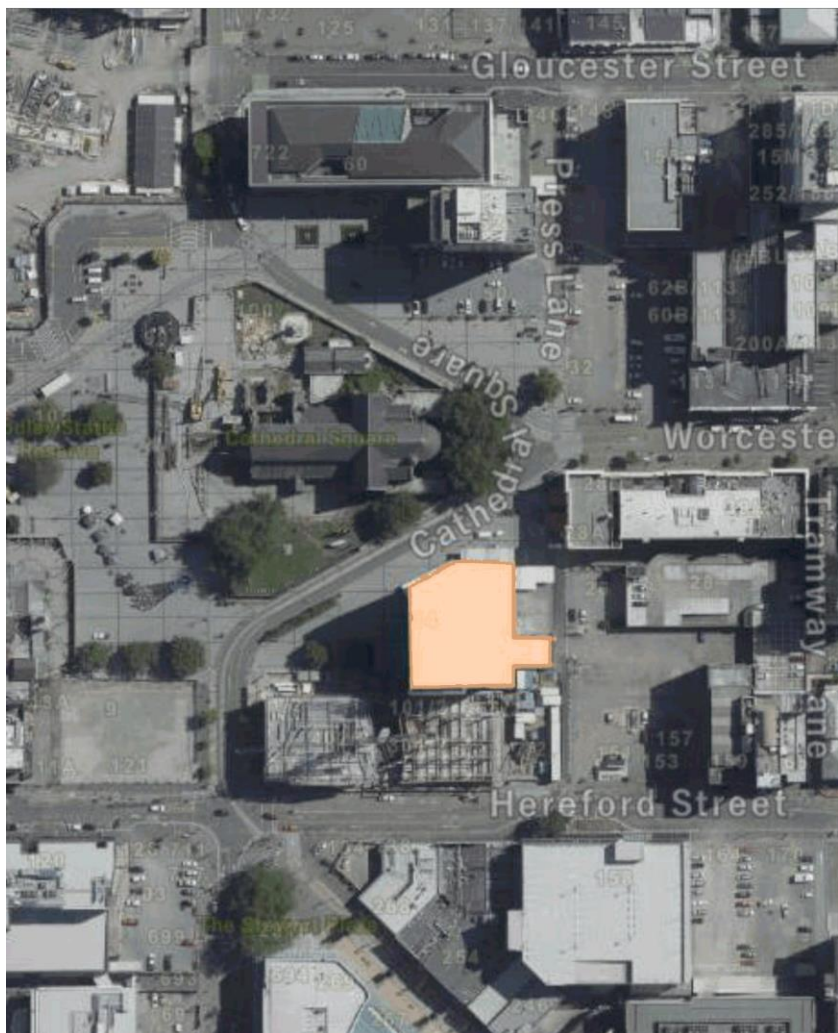




# Draft Christchurch Central City Parking Policy

Submission presentation on behalf of  
Distinction Christchurch Limited

29 March 2021



# Distinction Christchurch Hotel

Established inner city 4.5 star hotel  
179 rooms, conference facilities for 200 people

Frontage and canopy on Cathedral Square

Existing use of public shared space and lanes for parking

- Coach drop off & pick-up and luggage transfer
- Drop-off & Pick-up by taxis / ride share / shuttles
- Guest short stay parking
- Mobility parking
- Valet for limited off-site parking (charged)
- Service vehicles and trucks
- Pedestrian access
- Cycle access
- Emergency response access



## Square Redevelopments

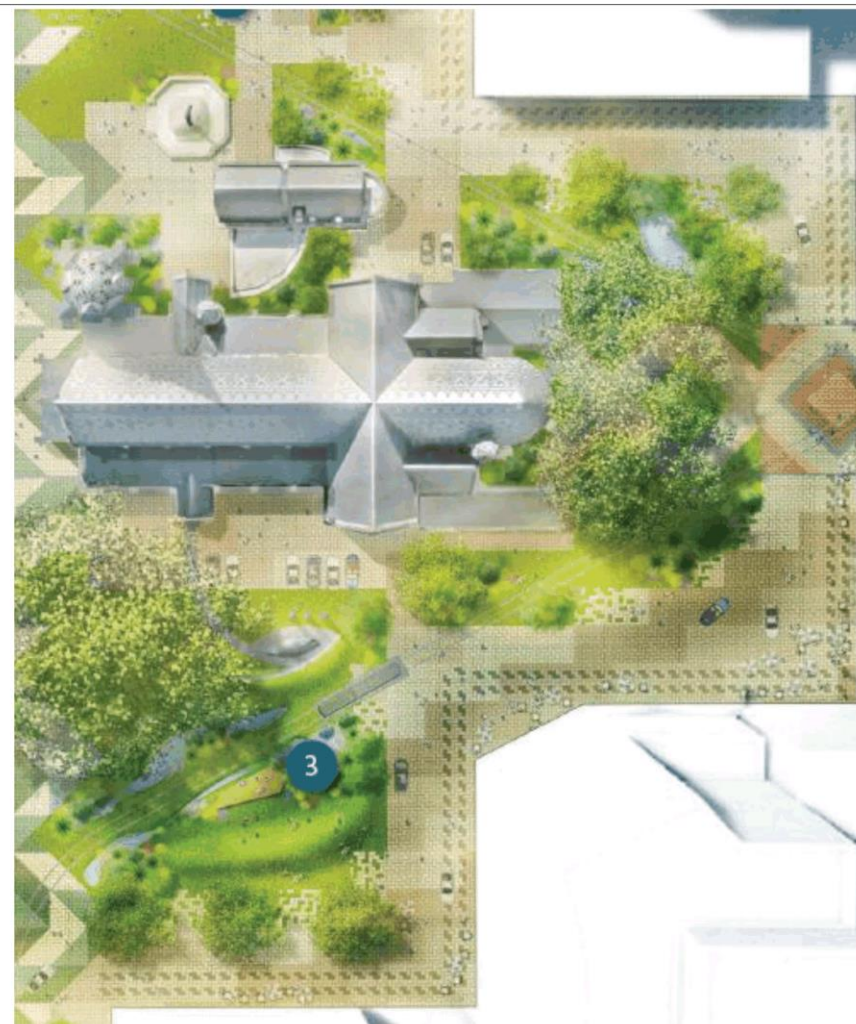
Changes to square will involve change for access and parking associated with the hotel, and would be guided by the proposed Policy (not identified as Special Purpose)

Distinction has been engaging with Council staff regarding concepts for changes

Initial Council concepts appear to follow the parking Policy 1 prioritisation framework

Outcomes have been a cause of concern for the functional operation of the area available for use by the hotel

- Inflexibility leads to issues for meeting user requirements
- Impacts on quality and amenity of wider environment





## Goals – Vibrant City

High quality central city visitor accommodation has a major contribution to “a vibrant, people friendly, central city”.

With specific parking needs, **Visitor Accommodation could be more directly identified** as a landuse that the parking policy can consider to achieve the goal.

Council to work with business to understand operational requirements as part of planning change.



### Suggested Changes

“...tension between providing space for parking to enable vehicle access and a positive visitor experience and...”

“The central city is growing in terms of employees, residents, commercial activity, guest accommodation nights and visitors and is forecast to continue to do so...”

...foster a strong public-private sector partnership to ensure we consider the parking related challenges businesses face and achieve mutually desired outcomes. This requires us to understand those challenges, collaborate and share information ~~understand the challenges businesses face and how we can share information and collaborate to achieve mutually desired outcomes.~~”



## Goals – 85% occupancy

Appropriate and flexible parking for a range of user types is necessary to support a positive guest/visitor experience.

Not all parking space needs to be 85% occupied by vehicles, particularly in shared space where occupancy could be by pedestrians and other modes.

*“By supporting high turnover of spaces, and supporting flexible and shared use of space by a range of users, more people can benefit from those spaces.....*





## Policy 1 - Prioritisation

For the hotel frontage, prioritisation is particularly challenging with the many users and their specific needs to ensure a highly functioning hotel to support the policy goals.

Most hotel users require proximity parking “at or near the front door” for practical reasons and guest experience.

Existing shared space including shared use of parking has worked very well for hotel operations and other users of the area.

Shared space can better achieve the parking outcomes – for Visitor Accommodation parking flexible approach is required as per Policy 2.

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



## Policy 2 – Need for Departure to Policy 1

Important that Policy 2 can reasonably be referenced to achieve site specific outcomes – an inflexible reliance on Policy 1 would have adverse outcomes.

*“This balance is particularly complex in the CBD, and departures from Policy 1 will often need to be considered where there is competing demand for many uses of the same on-street space”*





## Policy 2 – Shared Space

Shared space, not just shared parking, should be promoted to increase efficiency in use of space.

Safety and movement functions can be maintained at reasonable level of vehicle movement to support the likes of hotel operations in otherwise pedestrianised areas.

Our analysis indicates shared space will deliver the best outcomes for Distinction Hotel.

Support the wording changes by CCC staff about shared space:

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



# Central City Parking Policy submission

## Victoria Neighbourhood Association Inc

*Marjorie Manthei 29 March 2021*



## Information about the VNA

- One of seven central city residents' groups (location shown on map).
- 177 financial members, covering each street in our neighbourhood.
- Traffic & parking discussed many times in the past 5 – 10 years.

**Our submission is based on those discussions, as well as on the current Draft Policy**

## VNA recognises the

- (1) urgent need to reduce reliance on cars;
- (2) relationship between motorways and increased traffic;
- (3) reasons for not requiring off-street parking in the central city;
- (4) need to reduce congestion and to discourage commuters parking on residential streets all day.

**However, the above can have unintended consequences, unless all policies related to traffic / parking are consistent.**

## Examples of consequences

- The Northern Arterial will encourage more people to drive to the city.  
*More pressure on parking in residential neighbourhoods and does not reduce emissions.*
- Nothing about the need for an inner-city bus 'loop' (eg the Shuttle).  
*We need to move people around the city, as well as to & from it.*
- No off-street parking does not necessarily equate to fewer cars.  
*Example from our neighbourhood in next slide*

## Impact of no off-street parking (1)

Gracefield Ave mid evening 2017



Gracefield Ave mid evening 2021

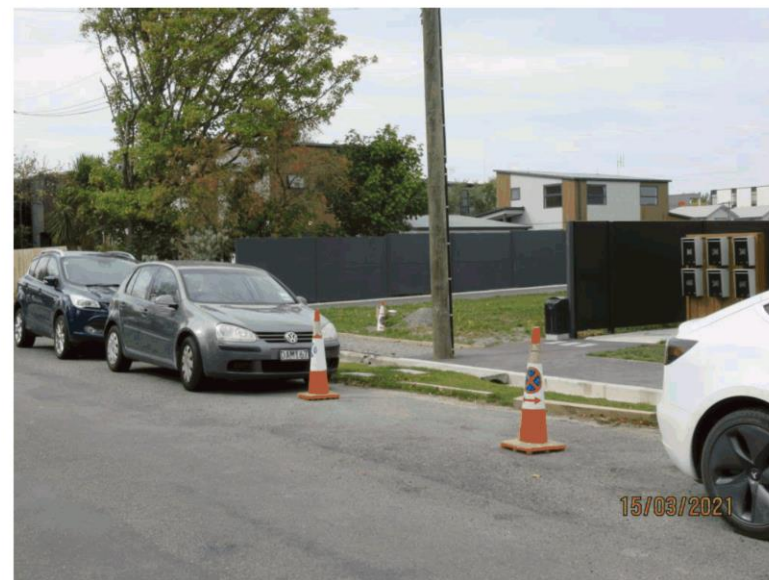


## Impact of no off-street parking (2)

Charging e-cars if no parking bay



Reserving parks with cones



## VNA's opinion re P120 Restriction

- Agree this could deter commuter parking on unmetered streets.
- Agree that the 'street-by-street' approach is needed.
- May or may not encourage other options, such as public transport.
- Would prefer P120 only on weekdays between 7:30am – 5:30pm.

## VNA's opinion re 'resident-only exemptions'

- Would benefit developers more than buyers or current residents.
- As already happening, residents with no off-street parking end up storing their cars on the street.
- If implemented, there needs to be a percentage of exemption, on a street-by-street basis.

**The VNA agrees that no new 'resident-only' parks should be granted.**

## Cycle lanes & cycleways

- The VNA supports and applauds the City Council for their advocacy for improved cycle lanes / cycleways.
- We believe safer cycle lanes have encouraged more people to travel by cycle (or scooter), especially within the central city.

DRAFT CHRISTCHURCH CENTRAL CITY PARKING POLICY HEARINGS PANELS – QUESTIONS & ANSWERS

Trim Reference: 21/392282

#	Panel Member	Panel Question	Council Officer Response
1	Cr Davidson 30 March 2021	Policy 11. Should we add paragraph to note that the Policy will be updated following the review.	We think any changes to off-street surface parking lots would need to be implemented through the District Plan, and there will be no need to update Policy 11.
2	Cr Davidson 30 March 2021	Policy 11. Although this will come through as part of the review, is it possible to not allow consent for at-grade gravel car parks where there is already an appropriate level of public car parking provided.	<p>This is outside the scope of the Parking Policy.</p> <p>We note that availability of other parks can currently be taken into account under the District Plan. This is an assessment matter in the district Plan that enables Council to consider “ the need for the car park considering the amount of car parking spaces already provided in the surrounding area;” (7.4.4.26 a ii). If more information about the consenting process is needed, we would need to seek legal advice to ensure we accurately explain the relevant District Plan provisions.</p>
3	Cr Davidson 30 March 2021	If a share-car provider (e.g. Zilch) wanted to use parking spaces to provide a service, where would this sit in the policy?	<p>Policy 9 applies to car share. Policy 9 is about supporting parking for sustainable alternatives to petrol or diesel vehicles, to encourage greater use of these modes.</p> <p>Policy 9 provides that dedicated policies developed by the Council are the starting point for decisions on the provision of that type of parking. It gives two examples – the Car Share Policy 2016 and the Electric Vehicle Policy 2016. The car share policy is available at this link: <a href="https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/transport-parking-and-drones-policies/car-share-policy">https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/transport-parking-and-drones-policies/car-share-policy</a></p> <p>We did not include car share as a specific priority in policy 1. This is because we felt the extent to which we prioritise and provide on-street space for car share is best left to be considered in accordance with the car share policy. For example, clause 3.6 in the policy provides that:</p> <p><i>3.6 Any approved car share operator wishing to locate vehicles on any council controlled land, road or street must apply to council with a detailed proposal outlining specific parking location requests or operational zones.</i></p> <p>Clause 5.0 provides that:</p> <p><i>The Council may, by resolution, set aside any road, or part of any road, or any other area controlled by the Council, restricted parking or stopping or standing restrictions. The spaces may be designated for a specified class or description of vehicle (for example a car sharing vehicle) or for a specified activity (for example car sharing).</i></p> <p>This suggests that the prioritisation of on-street space for car share is highly contextual and assigning a general priority under Policy 1 would not be appropriate.</p>

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			<p>We have also suggested an amendment to Policy Two (included in the officer recommendations you have already received) as per the extract below. This will support alignment between policies 1/2 and policy 9.</p> <p><b>Policy 2: Considerations to guide a departure from prioritisation under Policy 1</b></p> <p>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.</p> <p>At minimum, the following considerations, <u>in no particular order</u>, should be taken into account when departing from the prioritisation framework in Policy 1.</p> <p><b>Relevant policies</b></p> <p><u>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.</u></p>
4	Cr Davidson 30 March 2021	What are staffs' thoughts on residents charging their EVs on the street and is there a solution.	<p>Reports of residents charging their electric vehicles parked on-street using long cords running from their properties is concerning, but is out of scope of this policy. This issue was raised by two submitters (one of whom did not speak to their submission). Regarding the idea of on-street charging stations, we provided this response in the officers' report:</p> <p><i>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.</i></p> <p><i>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.</i></p> <p>We will pass the submitters' comments on this issue on to our enforcement staff.</p>
5	Cr Johanson 31 March 2021	What quantum of the 50 cent fee for a transaction covers the cost of	<p>These operational decisions are outside scope of the parking policy and have been referred to operational staff who will respond before the Panel meets on Thursday.</p>

DRAFT CHRISTCHURCH CENTRAL CITY PARKING POLICY HEARINGS PANELS – QUESTIONS & ANSWERS

Trim Reference: 21/392282

#	Panel Member	Panel Question	Council Officer Response
		transaction versus how much is additional? Who gets what percentage of this 50 cent fee?	
6	Cr Johanson 31 March 2021	How many meters allow coin payment? What percentage is this of our meters? Is there any minimum payment requirement for coins and if this is different to non coin payment minimums what is the difference? (one of the submitters raised a \$5 minimum requirement).	These operational decisions are outside scope of the parking policy and have been referred to operational staff who will respond before the Panel meets on Thursday.
7	Cr Johanson 31 March 2021	Given the concerns raised about Wilsons carparking what regulations exist to ensure private car parking operations operate in a legal, reasonable and socially responsible manner?	This is outside the scope of the Parking Policy and as far as we are aware, without seeking legal advice, the Council's responsibilities. The Council is responsible for the consents process which can manage noise, amenity and, effects of traffic movement.
8	Cr Johanson 31 March 2021	What risk do staff think exists in regards to anti competitive behaviour if Council is not involved with or significantly reduces its off street car parking buildings?	<p>The Parking Policy proposes no additional off-street parking, though it cannot remove the Council's discretion to depart from the Policy and provide additional off-street parking. Staff consider the Council has a role in the provision of off-street parking through retaining its existing car parking buildings (Lichfield and the Art Gallery) and meeting any existing commitments. The Parking Policy does not propose that the Council reduces its existing commitments.</p> <p>If the Lichfield or Art Gallery car parking buildings were not owned by the Council it is not clear whether this would have any impact on behaviour in the existing market. There are currently a large number of public off-street car parks that are not owned by the Council – both parking building and temporary surface car parking lots.</p> <p>The Commerce Act prohibits anti-competitive agreements between businesses, such as agreements to fix prices or to carve up markets.</p>

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9	Cr Johanson 31 March 2021	What is the rate of return that off street car parking buildings get in Auckland and Wellington versus Christchurch? How does the percentage of off street car parks provided by Christchurch Council compare with Auckland and Wellington Councils?	<p>This is out of scope of the Parking Policy.</p> <p>We do not hold information about off-street parking returns other than for the parking building we own. This information is held by other parking building owners and may be commercially sensitive. We also do not hold information about the percentage of off-street car parks provided by Auckland Council and Wellington City Council.</p>
10	Cr Johanson 31 March 2021	How can we introduce a district plan mechanism so that developments over a certain size must provide for a car sharing and charging space?	<p>This is outside the scope of the Parking Policy. The National Policy Statement on Urban Development provides that councils cannot set minimum parking requirements for developments except for mobility parking.</p>
11	Cr Johanson 31 March 2021	What rules govern the ability for someone to run power cords from private property over public property to charge their car on street?	<p>This is outside the scope of the Parking Policy, and legal advice/advice from other staff would be needed to report back on any relevant rules. See response to Councillor Mike Davidson on the same matter.</p>
12	Cr Johanson 31 March 2021	I would also like to know if we can introduce a bylaw or plan change regarding rules around the on grade car parks to ensure they are kept to a decent standard and operated in a fair manner and if we can require the operators to meet some sort of minimum standards of behaviour.	<p>This is outside the scope of the Parking Policy, and legal advice/advice from other staff would be needed to report back on any relevant rules.</p>
13	Cr Galloway 31 March 2021	Does the draft policy have the agility to address the issues that Yani has raised? If so how?	<p>We think these issues are outside the scope of the parking policy. Please see our responses to the questions, set out above.</p>
14	Cr Galloway 31 March 2021	How do we communicate what this policy if adopted will mean to our residents and their everyday life? I guess this is a question for comms.	<p>We would work with communications to explore the best way of explaining what the policy will mean if adopted.</p> <p>The policy is enabling and what the policy will mean for our residents and their everyday life will depend on how quickly and comprehensively it is implemented.</p>

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			The work to implement the policy would need to be prioritised against other work. If council sees if this is a priority we can resource this but it would mean putting a hold on other projects. Current staff resources is limited.

