

## Hearings Panel AGENDA

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### Notice of Meeting:

A Hearings Panel meeting will be held on:

**Date:** Monday 21 January 2019  
**Time:** 9.30am  
**Venue:** Committee Room 2, Level 2, Civic Offices,  
53 Hereford Street, Christchurch

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### Panel

Members

Councillor Mike Davidson  
Councillor Raf Manji  
Community Board Member Alexandra Davids

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14 January 2019

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

# Strategic Framework

**The Council's Vision – 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.

## Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

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

The partnership with Papatipu Rūnanga  
reflects mutual understanding and respect,  
and a goal of improving the economic,  
cultural, environmental and social  
wellbeing for all.

### Overarching Principle

Partnership – Our  
people are our taonga  
– to be treasured and  
encouraged. By working  
together we can create  
a city that uses their  
skill and talent, where  
we can all participate,  
and be valued.

### Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

## Community Outcomes

What we want to achieve together as our city evolves

### Strong communities

Strong sense of  
community  
Active participation in  
civic life  
Safe and healthy  
communities  
Celebration of our  
identity through arts,  
culture, heritage and  
sport  
Valuing the voices of  
children and young  
people

### Liveable city

Vibrant and thriving  
central city, suburban  
and rural centres  
A well connected and  
accessible city  
Sufficient supply of, and  
access to, a range of  
housing  
21st century garden city  
we are proud to live in

### Healthy environment

Healthy waterways  
High quality drinking  
water  
Unique landscapes and  
indigenous biodiversity  
are valued  
Sustainable use of  
resources

### 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

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected  
communities

Maximising opportunities to develop a vibrant,  
prosperous and sustainable 21st century city

Climate change  
leadership

Informed and proactive  
approaches to natural  
hazard risks

Increasing active, public  
and shared transport  
opportunities and use

Safe and sustainable  
water supply and  
improved waterways



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**1. Apologies**

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

**2. Election of Chairperson**

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

**3. Declarations of Interest**

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

## 4. Draft Suburban Parking Policy - Officer report to Hearings Panel

Reference: 18/1327125

Presenter(s): Greg Edwards, Policy Planner - Transport  
Ruth Hudson, Senior Policy Planner - Transport

### 1. Purpose and Origin of Report

#### Purpose of Report

- 1.1 The purpose of this report is for the Hearings Panel to receive the submission on the Draft Suburban Parking Policy (the Policy) and to provide the Hearings Panel with staff analysis of the submissions.
- 1.2 The Hearings Panel (in accordance with its delegation) must consider the written and oral submissions received on the policy and make recommendations to the Council.

#### Origin of Report

- 1.3 In September 2016 Council sought community feedback on the issues and options for suburban parking. During the engagement, Council received 214 comments. The feedback received has been used to inform the consulted Draft Suburban Parking Policy document.
- 1.4 Council approved public consultation for the Draft Suburban Parking Policy on 27 September 2018.

### 2. Significance

- 2.1 The decision in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
  - 2.1.1 The level of significance was determined by the volume of residents and area of the city that would be impacted, and the possible environmental, social and financial costs.
  - 2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

### 3. Staff Recommendations

That the Hearings Panel:

1. Receive the submissions on the Draft Suburban Parking Policy.
2. Note the staff analysis of the submissions.
3. Recommends that Council approve any proposed amendments to the Draft Suburban Parking Policy following consideration of the submissions by the Hearings Panel.
4. Recommend that Council delegate authority to Staff to make any grammatical and spelling amendments to the Draft Policy that are identified as the Draft Policy is updated.

### 4. Background

- 4.1 A draft Policy has been prepared to provide clarity on the Council's role and position on parking management in suburban areas to help promote more consistent decision making. The intention is to help guide future Council decision-making in relation to parking management in suburban areas.
- 4.2 Council sought the community views on the draft Policy from October to November 2018.

### Suburban Parking Issues

- 4.3 In some suburban areas of Christchurch there is increasing demand for parking from both residents, businesses and commuters, which increases pressure on road space and produces knock-on transport impacts such as increased congestion as people drive to find a park.
- 4.4 These areas are generally located within walking distance from popular destinations, such as commercial centres, business parks, the university and airport.
- 4.5 It also includes areas that are increasing in density following the post-earthquake shift in commercial activity to the suburbs.
- 4.6 In September 2016 Council sought community feedback on the issues and options for suburban parking (<https://ccc.govt.nz/assets/Documents/Transport/Improvements-planning/suburban-parking-discussion-document.pdf>) through the *draft suburban car parking policy- issues and options discussion document* (2016). During the engagement, Council received 214 submissions. The feedback received has been used to inform this draft Policy.

### Current Policy Framework

- 4.7 A parking plan for the Central City (<https://www.otakaroltd.co.nz/assets/BalanceOfLand/CentralParkingPlan2015.pdf>) was adopted by Council in 2015, but there is no similar parking plan or policy for suburban areas.
- 4.8 There was previously a Parking Strategy (<http://archived.ccc.govt.nz/Council/Proceedings/2003/June/SustainableTransport/FinalisationoftheParkingStrategy.pdf>) adopted in 2003, which was replaced by the Christchurch Transport Strategic Plan (<https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/transport-strategic-plan-2012>) in 2012.
- 4.9 A Suburban Parking Policy will contribute to giving effect to the Christchurch Transport Strategic Plan.

### Draft Suburban Parking Policy

- 4.10 The Draft Policy, **Attachment A**, provides a framework for managing the competing demands for road space and suburban parking issues (identified in the issues and options discussion document). Ten policies are proposed that seek the following outcomes:
  - 1. Road space is prioritised to improve safety, movement and amenity by applying a road prioritisation matrix.
  - 2. Parking is managed in high demand areas (85% occupancy) using a staged approach (including time limits, charging and resident scheme).
  - 3. Residential parking schemes are considered in high demand areas, on a case by case basis. Permits allow residents to be exempt from time limits in their areas. Residents with no off-street parking and restricted mobility are prioritised in the allocation of permits.
  - 4. Honour existing resident's only parking space permits. New resident-only on-street parking permits will only be allocated within resident parking exemption schemes.
  - 5. Deter private businesses from using on-street parking to store vehicles on the road.
  - 6. New off-street public parking is only provided by Council if certain criteria are met.
  - 7. Improve access for those with restricted mobility.
  - 8. Provide all types of parking, including motorcycle, electric vehicles, coaches and bicycles, in addition to motor vehicle parking, to encourage greater use of alternatives to the single occupant car.
  - 9. Adopt advances in parking management technology to improve parking outcomes.



10. Parking is managed in narrow streets (seven metres) to enable safe access to the street.

## 5. Summary of Responses

- 5.1 67 individual responses were received during the consultation period on the Draft Suburban Parking Policy, which occurred between October 17 and November 21 2018.
- 5.2 Consultation documents were made available to the public at Libraries and service centres as well as online channels via Haveyoursay and social media to elicit responses from the wider community. All submitters were invited to have their views heard by the Hearings Panel.
- 5.3 A more detailed social media summary is outlined in Attachment B.
- 5.4 Staff were available on request for Community Board briefings to provide greater context and clarity on the Draft document as well as an opportunity to ask questions. Staff presented at a Joint Community Board Meeting on 5 October and the Coastal-Burwood Community Board on 5 November.
- 5.5 483 key stakeholders were contacted individually making them aware of the consultation, which included details on how to make a submission. These included submitters who had previously commented on the issues and options document in 2016.
- 5.6 Of the submissions received, 16 were from organisations. These were:

Name of Organisation
Spokes Canterbury
Talking Transport Blog
Banks Peninsula Community Board
Avonhead Community Group Inc.
Spreydon-Cashmere Community Board
Coastal-Burwood Community Board Submissions Committee
St Albans Residents Association
Riccarton Bush Kilmarnock Residents' Association
Canterbury District Health Board
Halswell-Hornby-Riccarton Community Board
Airport Business Park
Fendalton-Waimairi-Harewood Community Board
Christchurch Citizens Collective
Centrepont
Riccarton Residents Association
Carolines Kombi Limited

- 5.7 Questions were asked as part of the consultation process covering nine specific policies. A summary of these responses is provided in Attachment C.
- 5.8 A more detailed analysis of submissions by staff is outlined in Attachment D.

## 6. Recommended amendments to the Draft Suburban Parking Policy

- 6.1 Following analysis of submissions outlined in Attachment D, the following amendments to the Draft document are recommended to be considered by the Hearings Panel:

Policy	Description of amendment	Recommended amendments/additions to Policy text
<b>Policy 1</b>	Commercial & Other areas - Broaden the scope of the third-tier priority to incorporate provision for electric vehicles and micromobility modes such as scooters.	"Bus stops/ Cycle parks/ Shared parking (bike or car share)/ Micromobility parking (e.g. scooters)/ Electric vehicle parking
<b>Policy 1</b>	Residential zones - Broaden the scope of the third-tier priority to incorporate provision for micromobility modes such as scooters.	"Bus stops/ Cycle parks/ Shared parking (bike or car share)/ Micromobility parking (e.g. scooters)
<b>Policy 2</b>	Outline why time-restrictions, restricted to a section of street, are proposed as a first intervention.	"The purpose of introducing time-restrictions to a section of street are to determine if limited restrictions are effective in addressing parking issues before other interventions are introduced."
<b>Policy 2</b>	Define the term 'peak times'.	'Peak times' is defined as occurring at the peak occupancy period following an AM and PM parking survey.
<b>Policy 2</b>	Explain how parking enforcement will continue alongside any additional parking management tools.	"Parking enforcement operates in many of our suburban areas. This will continue alongside any additional parking management tools that are introduced."
<b>Policy 5</b>	Reference how parking enforcement will continue alongside any additional parking management tools.	"Parking enforcement operates in many of our suburban areas. This will continue alongside any additional parking management tools that are introduced."
<b>Policy 7</b>	Outline how mobility parks will be reviewed to ensure that they are serving their intended purpose or can be converted to alternative types of parking.	<p>"Mobility parks will also be reviewed to ensure that they are being utilised or can be converted to alternative types of parking. The following actions will be used:</p> <ol style="list-style-type: none"> <li>1. Mobility park permits will be reviewed annually to ensure that parks are located where there is demand.</li> <li>2. Parking enforcement will ensure that valid permits are displayed.</li> <li>3. Occupancy surveys will be conducted to assess their utilisation.</li> </ol> <p>This will not supersede the mobility park requirements outlined in the District Plan."</p>
<b>Policy 8</b>	Amend the 'Bicycle' subheading to incorporate support for micromobility parking such as scooters.	<p>"Bicycles/Micromobility</p> <p>Encouraging greater use of these modes is facilitated through the priority given in the kerbside priority matrix (Policy 1). In areas of high demand Council encourages the introduction of on-street corrals. These must be implemented in line with the Structures on Roads policy<sup>2</sup> and Traffic and Parking 2017 Bylaw. A Corral is an on-street parking facility that can usually accommodate more parks than a typical facility</p>

on the footpath. Corrals usually occupy an area equivalent to one car parking space. Implementation of corrals will be designed in line with the Christchurch Cycle Design Guidelines (2013).”

## Attachments

No.	Title	Page
A <a href="#">↓</a>	Attachment A - Consultation document	10
B <a href="#">↓</a>	Attachment B - Social Media report	30
C <a href="#">↓</a>	Attachment C - Submissions Summary	39
D <a href="#">↓</a>	Attachment D - Officer Analysis	42

## Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

## Signatories

<b>Authors</b>	Greg Edwards - Policy Planner - Transport Ruth Hudson - Senior Policy Planner Transport Lori Rankin - Engagement Advisor
<b>Approved By</b>	David Griffiths - Head of Planning & Strategic Transport Brendan Anstiss - General Manager Strategy and Transformation

## HAVE YOUR SAY

# Draft Suburban Parking Policy 2018

We're drafting a policy on suburban parking and we'd like to hear your views.

Consultation closes on 21 November 2018.

[ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)





## Summary

We are reviewing how we manage suburban parking, in particular on-street parking, to help prioritise public space and create safer and more people friendly streets. This consultation document includes draft policies to address the challenges with managing suburban parking.

Our suburban streets play an important role for both residents and the city as a whole. They provide space for people to move around the city, green space, places to meet and socialise, and they often provide parking. This creates competing demands for space with dedicated cycle or public transport lanes, landscaping and areas to socialise often impacting on parking spaces.

This Policy is about developing a Christchurch-wide strategy on how to address these competing demands for public space in suburban streets and council car parks. It aims to provide more innovative and consistent solutions to parking issues that make suburban areas more pleasant and cohesive places to be. It also seeks to balance the needs of people travelling through suburban centres and those living, working and socialising in those areas. This will then shape how the Council manages parking issues in individual areas where parking issues are identified.

In September 2016 Council sought community feedback on the issues and options for suburban parking. During the engagement, Council received 214 submissions. The feedback received has been used to inform this document (the draft Suburban Parking Policy). This draft Policy covers suburban areas outside of the central city, a parking plan for the central city has already been adopted by Council in 2015.

Providing parking offers many benefits for the community, but there are also costs to providing parking (such as providing road space, environmental impacts, increased traffic, financial and opportunity costs, urban sprawl, and safety issues). These costs and benefits have been carefully evaluated and considered against the broader role of Council to determine the appropriate response to managing parking.

Council is seeking your views on the draft Policy.

Have your say at:

[ccc.govt.nz/haveyoursay](https://ccc.govt.nz/haveyoursay)

For more information go online:

[ccc.govt.nz/transport/improvements-and-planning/suburbanparking](https://ccc.govt.nz/transport/improvements-and-planning/suburbanparking)

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# 1. Introduction

## Purpose of this document

The purpose of this document is to gather feedback on the draft policy for how Christchurch City Council could better manage the car parking that it provides in suburban Christchurch (i.e. outside of the central city defined by the four Avenues). The document identifies draft policies to address the issues. The process for developing the policy is outlined in Figure 1.

## Scope

This document addresses Council owned car parking, and excludes privately owned parking. Council's role in suburban car parking is outlined in Appendix 1. The majority of the parking maintained and managed by Council in suburban areas is on-street parking. The recently completed District Plan Review and central city Parking Plan provide guidance and direction for private parking and central city parking respectively. It is now an opportune time to review the management of Council car parking, in particular on-street parking outside of the central city.

## This Policy does not propose any changes to any car parks

The document provides a draft policy framework to guide future decisions on car parks. There will still be a case by case assessment on changes to any car parking, and consultation as appropriate to any situation. However the policy framework will promote more consistent decision making across the city.

## Policy context

Parking is a vital component of the transport system and supports the city's economy. This is how the draft Policy fits into the wider parking picture:

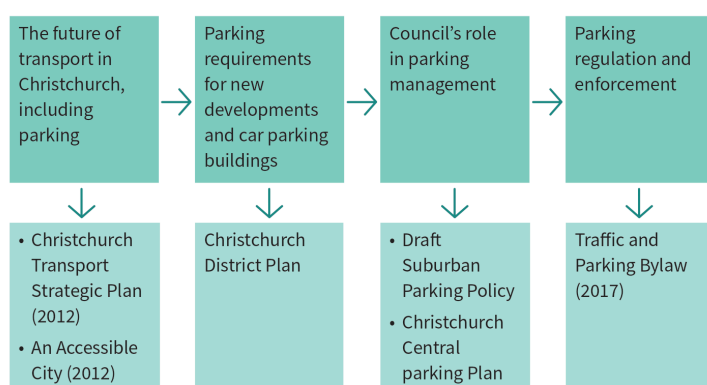
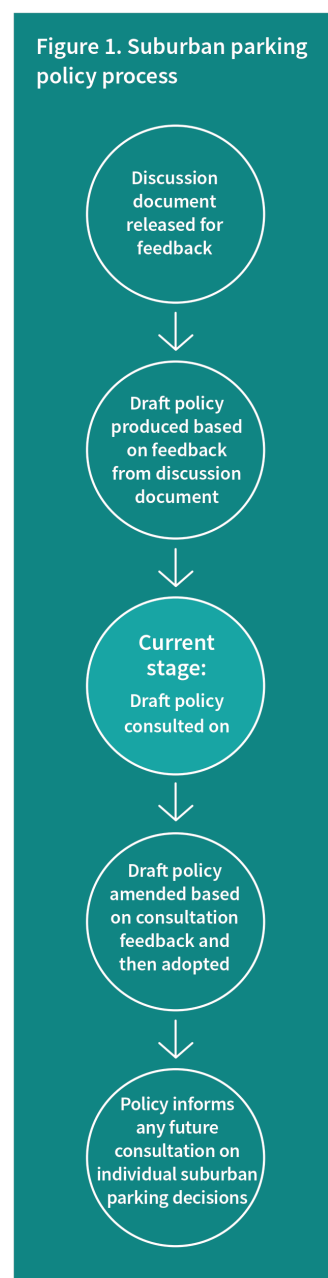


Figure 1. Suburban parking policy process



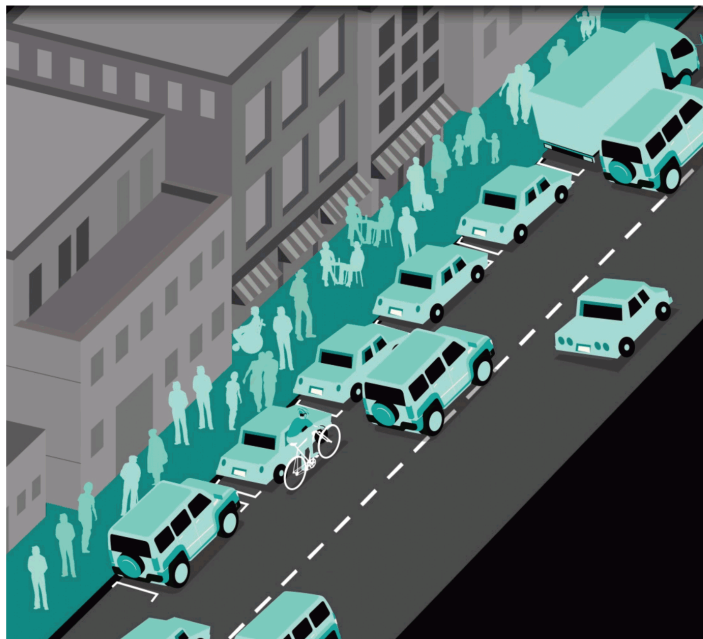
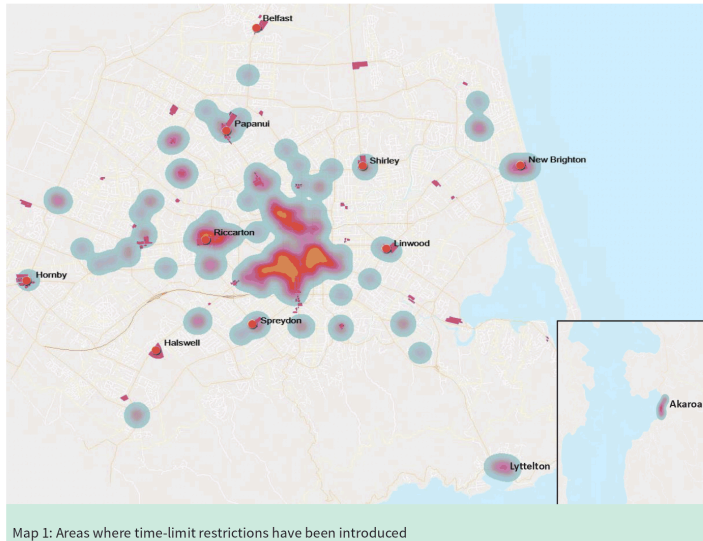
## Issues

In most suburban areas of Christchurch, un-restricted on-street parking is available. Occupancy rates are generally low, so there are no real issues for residents, businesses and their visitors to find a park on-street.

There are, however, some suburban areas where there is an increasing and high demand for parking from both residents, businesses and commuters, which makes it difficult to find a park and puts pressure on road space. These areas are generally located within walking distance from popular destinations, such as commercial centres, business parks, the university and airport. It also includes areas that are increasing in density following the post-earthquake shift in commercial activity to the suburbs. Areas where time-limit restrictions have already been implemented are illustrated in Map 1.

Our streets have many uses, they provide space for people to move, greet and to stop. This creates competing demands for road space. The post-earthquake shift in residents and businesses has also increased traffic movements, and resulted in situations where travel time reliability is worsening. In response to these issues, the Council is constructing cycle lanes, bus priority measures and improving footpath and street amenity. The aim is to offer more travel choice to keep people moving and to create more people friendly streets and public spaces. Implementing these measures creates tension around the allocation of road space, including how much space is provided for on-street parking.

This draft Policy addresses these issues and a number of specific parking issues in Christchurch. These are outlined in Appendix 2 and the draft Suburban Car Parking Policy — Issues and Options Discussion Document (2016). Grass berm parking violations have not been covered in this policy as it is addressed in the Traffic and Parking 2017 bylaw.





## The Policy

### Policy 1: Prioritise suburban road space according to the table below.

Council has had a policy of prioritising kerb side road space for many years. It is proposed that this will continue in a more consolidated form. Road space will be prioritised in the following order and in the following areas:

	Commercial Areas	Residential Areas	Other Areas (such as Industrial)
1st priority	Safety	Safety	Safety
2nd priority *	Movement and Amenity	Movement and Amenity	Movement and Amenity
3rd priority	Bus Stops/ Cycle Parks/ Bike Corrals/ Shared parking for bike share or car share	Bus Stops/ Cycle Parks/ Bike Corrals/ Shared parking for bike share or car share	Bus Stops/ Cycle Parks/ Bike Corrals/ Shared parking for bike share or car share
4th priority	Taxi Ranks (special passenger vehicle stands)	Residents Parking/ Mobility parking	Mobility parking
5th priority	Loading Zones/ Mobility parking	Short Stay Parking	Short Stay Parking
6th priority	Short Stay Parking	Commuter Parking	Residents Parking
7th priority	Residents Parking		Commuter Parking
8th priority	Commuter Parking		

**Table 1: Road priority matrix**

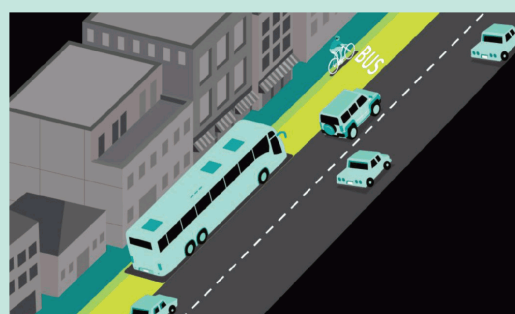
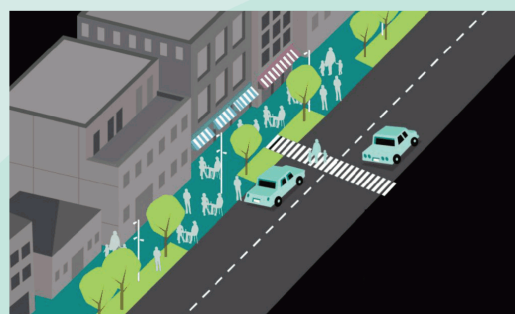
This policy means that certain kerb side road space will be prioritised over others, depending on whether it is a residential, commercial, or other area.

\* The 2nd priority movement and amenity will be provided in accordance with the Road Use Hierarchy (refer to Appendix 3). 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;
- movement for pedestrians will take priority in areas with high 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.

(Note: movement includes wider footpaths, cycle lanes, bus lanes, and traffic lanes. Amenity includes landscaping and street furniture.)



## Policy 2: Consistently apply the parking management criteria in areas of high parking demand, on a case by case basis.

In suburban areas with the highest parking demand (defined as areas where occupancy of on-street parking regularly exceeds 85%), case by case assessments will be made to determine the Council response.

To provide a consistent response to each case, on-street parking shall be managed using the following parking management criteria:

Criteria	Residential zones	Commercial/other areas
Occupancy of on-street parking regularly exceeds 85% at peak times.	Apply time restrictions to sections of a street (approximately 25%). This approach should be used when the parking problems are limited to a few streets and most of the properties have off-street parking. It will initially be used in residential streets around commercial centres, industrial areas, office parks and large activities such as the university, airport, etc. Typically P120 time restrictions are applied and no resident permits are issued under this approach.	In non-residential areas, apply time restrictions suitable to local demand.
Occupancy of time-restricted spaces regularly exceed 85% at peak times.	Extend time limits to all the on-street parking and establish a residential exemption scheme as outlined in Policy 3.	<ul style="list-style-type: none"> <li>Investigate opportunities to reduce the time restriction, typically to P60; and/or</li> <li>Introduce additional time restrictions on adjacent streets; and/ or</li> <li>Introduce paid parking with no time limits.</li> </ul>
Occupancy of paid parking in on-street spaces regularly exceed 85% at peak times.		<ul style="list-style-type: none"> <li>Increase parking charges; or</li> <li>Consider provision of additional off-street paid parking consistent with the criteria in Policy 6 'Council's role in off-street public parking in suburban areas'.</li> </ul>

### Policy 3: Implement resident exemption parking areas in locations where occupancy levels for time restricted spaces regularly exceed 85% at peak times, as per Policy 2.

In accordance with the Traffic & Parking Bylaw 2017, resident exemption parking areas will be introduced, alongside time-limit restrictions, to prioritise resident and short-term parking and deter commuter parking. Each area will be considered through a case by case assessment to determine what other parking options are available for residents (for example, driveways, nearby parking, and on-site parking).

Residents will be able to purchase parking permits to allow an exemption to time restriction within a defined area. Due to the permit applying to the area, it doesn't guarantee a specific parking space in the resident's street. However there will be a cap on the total number of permits available (as a percentage of overall spaces within an area) to ensure that the scheme is viable, and there is likely to be parks available for residents when they need it. The fee for permits will be set to recover the costs of administering the scheme.

#### Eligibility

Parking permits are for residents in the applicable 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.

Parking permits for residents will be issued in the following order of priority:

1. Residents with mobility parking permits.
2. Residents of historic cottages (with existing permits) and no on-site parking or space that could be converted to off-street parking.
3. Residents of existing houses built before 1995<sup>1</sup> with no on-site parking or space that could be converted to off-street parking.
4. Residents of existing houses built before 1995 with only one off-street parking space or space that could be converted to off-parking.
5. Residents of all other houses

#### Visitor Parking

Permits will be made available to cater for visitors and tradespeople who are visiting properties on a temporary basis. In order to manage parking demand there will also be a cap on the number of visitor permits issued.

<sup>1</sup> 1995 was when the Christchurch City District Plan was notified and there was consistent minimum car parking requirements for houses across suburban Christchurch for the first time.

### Policy 4: Honour existing resident's only parking space permits. New resident-only on-street parking permits will be allocated within resident exemption parking areas, as per Policy 3.

Council will continue to honour existing residents only parking space permits. However no new resident-only on-street parking permits will be allocated once this policy is adopted. Rather if criteria in Policy 2 'On-street parking management in areas of high parking demand' and Policy 3 'Residential parking scheme' are met a residential exemption parking area will be introduced, as outlined in policy 3. This will allow residents to purchase parking permits which allow an exemption to the time restriction.

For existing resident's only permits these will remain valid until:

- A residents only/residents exemption parking area is proposed in the same area (the scheme will supersede the existing permits and the permit holder will have to apply for a new permit under the new residential scheme policy); or
- The residential property is sold, whereby the permit is not transferred to the new owner. The new owner would need to request Council to investigate implementing a resident exemption area, under policy 3.

### Policy 5: Deter private businesses from using on-street parking through the application of time restrictions.

Council will continue to ban on-street parking being used by private businesses to store vehicles on the road, as per the Traffic & Parking bylaw 2017 (Clause 13), and consider using time restrictions where the criteria in Policy 2 are met (i.e. demand for on-street parking regularly exceeds 85% at peak time).

### Policy 6: New off-street public parking will not be provided by Council, unless the measures in Policy 2 have been implemented and proven ineffective and the criteria in this policy are met.

The provision of any off-street parking in suburban areas is the responsibility of property owners and/or their tenants. Council does not intend to spend rates on providing new off-street parking in suburban areas. Rather Council will manage areas of high parking demand as per Policy 2. Council will only consider supplying off-street public parking in certain circumstances where the parking management measures under Policy 2 have been implemented and have not been successful in managing parking demand and all of the following criteria are met.

- i. Unsatisfied demand for parking: Paid on-street parking has been introduced, and occupancy of existing paid parking spaces in the area regularly exceeds 85% during peak periods (busiest 4 hour periods).
- ii. Public transport alternatives are not viable: The current system and planned improvements to the public transport system are not sufficient to cater for projected travel demand particularly in dispersed catchments.
- iii. Potential consolidation of parking: The development of off-street parking provides the opportunity to consolidate multiple parking areas that will provide benefits to the local area through improved amenity and urban design, better traffic management and safer street access points.
- iv. Road capacity: The road network is able to accommodate the additional traffic generated as a result of the parking facility, at the times of expected peak demand.

These criteria do not apply to the provision of park and ride/bike facilities (see Policy 9).



### Policy 7: Review parking restrictions and provisions to improve access for those with restricted mobility.

Council will improve the provision of parking for people with restricted mobility, by undertaking the following:

1. Provide restricted mobility concessions to enable longer parking in time restricted on-street parking.
2. Increase the number of on-street mobility car parks, where there is demand.
3. Maintain existing parks to ensure that they are consistently designed.
4. Increase the amount of public information on what mobility parking is currently available.
5. Ensure that mobility parks are appropriately enforced in order to deter illegal parking.

### Policy 8: Support the provision of all types of parking, including motorcycle, electric, coaches and bicycles, in addition to vehicle parking, to encourage greater use of alternatives to the single occupant car.

#### Motorcycles

The demand for on-street motorcycle parking in suburban areas is low. However, in circumstances where there is demand for such provision, Council will seek to provide parking facilities. These will be assessed on a case by case basis. Illegal parking of motorcycles on berms is covered by the Traffic and Parking 2017 bylaw.

#### Bicycles

The focus on encouraging greater use of this activity is reflected in the priority given to this parking type in the kerbside priority matrix (Policy 1). In areas of high demand Council encourages the introduction of bike corrals. These must be implemented in line with the Structures on Roads policy<sup>2</sup> and Traffic and Parking 2017 Bylaw. A Bicycle Corral is an on-street bicycle parking facility that can accommodate many more bicycles than a typical cycle rack on the footpath. Bike corrals usually occupy an area equivalent to one car parking space with enough space for multiple bicycles. On-street bicycle parking will be designed in line with the Christchurch Cycle Design Guidelines (2013).

#### Electric vehicles

This is expressed in Councils Electric Vehicle Policy, formally adopted in March 2016.

#### Park and ride or bike

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.

#### Car sharing

This is expressed in Councils Car Sharing policy, formally adopted in March 2016.

<sup>2</sup> <http://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Policies/StructuresOnRoadsPolicy2010amended2014and2016.pdf>

### Policy 9: Support and adopt advances in parking management technology to improve parking outcomes.

Advances in parking management technology are shaping how the council manages its parking. Such technologies make parking more customer friendly, reduce operating costs, and enhance data collection and monitoring.

Council will:

- support technology changes (such as electric charging, smart technology);
- continue to review the extent and type of parking that will be required in the future in response to these technology changes (such as driverless/autonomous vehicles).

### Policy 10: Review allocation of parking in circumstances where the street is less than 7 meters in width and there are recognised parking issues.

If the carriageway of a street is less than 7 metres in width and there are known access problems (i.e. there are limited places for vehicles to pass and/or emergency access may be compromised), Council will propose to remove parking on one side of the street. This will be done by applying a No Stopping restriction (broken yellow lines) to alternating sides of the street to assist in slowing vehicles down.





## Appendices

### Appendix 1: Council's role in suburban car parking

When considering Council's role in suburban car parking it is important to recognise that there are a number of different types of parking that a number of different parties provide see figure A1.

There are several ways in which Council can help to shape the form and function of parking within the city, including Council as a provider; regulator; an enforcer; and a facilitator of car parking.

**Figure A1: Types of parking**



A. Publicly owned public parking —  
(on-street parking)



B. Privately owned private parking —  
(driveways, garages and privately owned other parking)



C. Commercially provided public parking —  
(shopping malls, supermarkets)



D. Privately owned public parking —  
(most commonly Wilsons parking)

## Appendix 2: Issues around suburban parking

This provides a summary of issues raised by the public through public consultation in 2016 (Suburban Parking Issues & Options Survey) and outlines the advantages and disadvantages of suburban parking.

### Issue 1: Pressure for road space

Christchurch City Council manages over 2,300km of roads. The road corridor is one of the most important pieces of public space that Council manages. It allows for the safe movement of people and goods, and is critical to achieving environmental benefits through the use of grass berms, trees, kerbs and storm water channels. However, in the majority of suburban streets, a significant proportion of the road space is allocated for the storage of vehicles (i.e. parking). There is only a limited road width (shown in Figure A.2) and there often is not enough space to fit everything in, so choices need to be made.

The post-earthquake shift in residents and businesses has increased traffic movements, and has resulted in situations where travel time reliability is worsening. In response to these issues, the Council's aim is to offer more travel choice to keep people moving. They are doing this by constructing cycle lanes, implementing bus priority measures, and improving footpaths and street amenity. Implementing these measures has and will continue to result in tension with the provision of on-street parking.

Whilst in some instances these network developments result in the loss of some on-street parking, there is increasing evidence from the experience of other comparable cities, and from Christchurch's own experience, that reallocating road space from parking to other uses can provide positive benefits. These include: providing more space for more efficient movement of people and goods, increasing amenity, and economic activity in our streets.

In contrast, there are situations where on-street parking plays a critical role such as providing access, especially for people with restricted mobility, and where there is no off-street parking.

On-street parking will continue to be a key feature in many areas, however this needs to be carefully managed. Decisions need to be made about what kerbside road space activity takes priority on key transport corridors (such as arterial roads, core public transport routes, and major cycleways).

### Issue 2: High demand for parking in residential areas near commercial areas/office parks

In some residential areas in Christchurch, particularly close to office parks, commercial centres and large institutions (such as the University and Airport), there is high demand for on-street parking, particularly during office and shopping hours. There is also high demand for parking on residential streets surrounding some schools, especially at the start and end of the school day.

Having both sides of residential streets parked out with vehicles can cause issues such as:

- Safety as parked cars can reduce visibility at intersections and driveways
- Narrowing of roads, with sometimes insufficient room for vehicles to safely pass
- Insufficient manoeuvring space for large vehicles (e.g. rubbish trucks, cars with trailers)
- Reduced space for emergency services to park on-street and get quick access to houses
- Reduced amenity of residential areas when the streets are heavily populated with cars
- Increased traffic volumes on residential streets from commuters accessing car parks
- Reduced on-street parking available for residents, their visitors and trades people.

Residents contribute to the cost of parking through rates. However commuters that park in free on-street car parks do not necessarily pay for the true cost of using the car park and thus choose to drive rather than pay to use public transport. This further increases traffic volumes and network delays at peak times. Often time limits have been introduced to manage residential areas with high demand parking. However these limits apply to all users (residents and commuters).

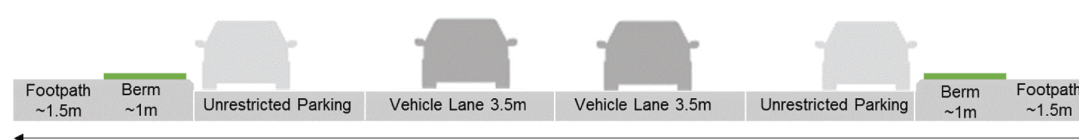


Figure A.2: Typical cross-section of a suburban street



### **Issue 3: High demand parking in some suburban commercial centres**

As many businesses have moved post-earthquake from the Central City to suburban areas, there is increasingly high demand for parking in some suburban commercial centres. Commuters parking in free on-street car parks do not always pay for the true cost of using the car park and thus choose to drive rather than pay to catch public transport. This further increases traffic volumes and network delays at peak times. Currently there is no metered on-street parking in suburban commercial centres in Christchurch, however there is in the Central City.

### **Issue 4: Advances in technology will influence demand**

The transport system is experiencing changes in technology that could have impacts on how we traditionally thought about parking (e.g. driverless vehicles, smartphones, new payment methods).

Due to these potential changes there is some uncertainty regarding the extent and type of parking that will be required in the future and this needs to be carefully managed. We may not need as much parking as we currently use and parking will need to adapt to cope with future technological changes.

### **Issue 5: Cost of providing off-street public parking in suburban centres**

In most suburban centres Council does not currently provide public off-street parking. The cost of providing new public off-street parking can be significant. If council provides new public off-street parking, the cost would need to be covered through rates. A new off-street parking space can cost \$30,000 each.

### **Issue 6: Demand for on-street parking from residents of existing houses that have no off-street parking**

The District Plan requires that every house (except within the Central City) provides at least one car park on-site. There are, however, some existing houses built before these rules were in place that have no on-site car parks. Traditionally Council has provided on-street parks for these houses. This has meant that no one else has been able to use these parks, even when the residents are not using them, which is not an efficient use of road space.

### **Issue 7: On-street parking being used by private businesses**

A business (for example, a vehicle mechanic) using public on-street parking for their business needs, by parking their customer's vehicles on-street during the day, limits the use of the on-street car parks by the wider community. A Council bylaw currently restricts cars being parked for the purpose of storage in connection with a trade or business. However it is not always easy to determine whether a parked car is associated with a trade or business.



#### Issue 8: Parking on grass berms

In some locations motor vehicles are parking on the grass berms on the side of the road, which can damage the vegetation. This can reduce the amenity of an area, can detract from Christchurch's Garden City image and can impact on storm water management. It can also cause a safety issue if cars parked on grass berms block the visibility of intersections and driveways. The Council's Traffic & Parking Bylaw 2017 prohibits the parking of vehicles on grass berms and Council can enforce this by issuing infringement notices.

#### Issue 9: Providing a sufficient number of on-street parks for people with restricted mobility

Christchurch's population is aging. By 2041, it is expected that 31 percent of the population will be over 60 (twice as many people as today), and thus there will be more people with restricted mobility. The District Plan and Building code requires a certain amount of parking for people with restricted mobility to be provided in off-street car parks. Council also provides some parking for people with restricted mobility on-street. However as the population grows and ages, demand for these on-street mobility car parks will increase.

#### Issue 10: Providing sufficient parking for each parking type

There is a variety of different types of parking provided for different types of vehicles and uses, such as loading zones, car parks for people with restricted mobility, motorcycle parks, bicycle parks, coach parking. Ensuring there is sufficient parking for each type can be a challenge and needs to be balanced.

#### Issue 11: Integrating 'Park and Bike' facilities

In some areas people are informally parking on-street (all day) and cycling on to their final destination which increases pressure on parking in some residential areas. With the major cycleways being built there could be some locations where it will be more attractive to park and then bike for the remainder of the journey on a major cycleway. This could be encouraged and formalised in appropriate locations through "Park and Bike" facilities (the ability to be able to park a car and then bike for the rest of the journey). Facilities could also be provided at park and bike sites to store bikes, and hire bikes, as well as security.

#### Issue 12: Narrow residential streets

On very narrow residential streets (less than 7 metres) overcrowded on-street parking can cause access problems to properties and for emergency services. People sometimes park on the footpath on these narrow streets, which degrades the pedestrian accessibility, safety and amenity of the street. Emergency services require at least 2.5 metres of clearance to allow for sufficient access down streets in case of an emergency. Safe access to properties can be compromised when vehicles are parked too close to entrances which reduces visibility of other road users. The New Zealand road code requires that "you must not park or stop your vehicle in front of, or closer than 1 metre to, a vehicle entrance." However this is not always adhered to.

#### Advantages and disadvantages of suburban parking

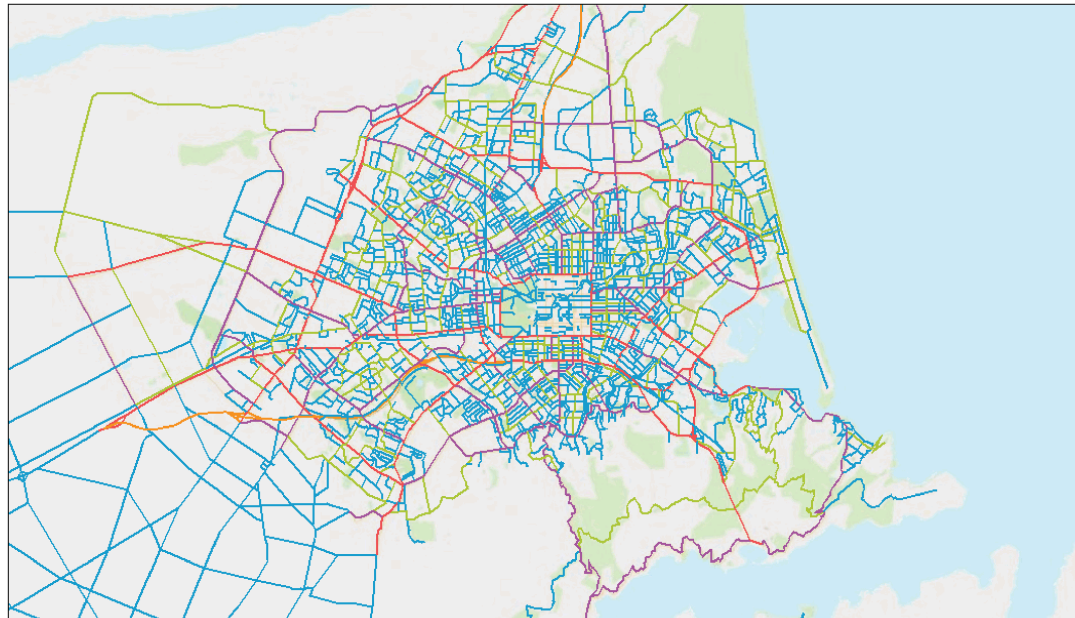
Providing parking offers many benefits for the community, but there are also costs to providing parking to Council. These costs and benefits need to be carefully evaluated and considered against the broader role of Council to determine the most appropriate response for managing suburban parking.

The advantages and disadvantages of providing car parking are summarised in Figure A.3.

Advantages of on-street parking	Disadvantages of on-street parking
<ul style="list-style-type: none"> <li>• Access and choice for motorists/ motorcyclists</li> <li>• Supports economic activity and development</li> <li>• Stores unoccupied cars out of the way of traffic</li> <li>• Is critical for people with limited travel options, such as people with restricted mobility</li> <li>• Readily available parks reduce inconvenience and traffic effects of people looking for a park</li> </ul>	<ul style="list-style-type: none"> <li>• Encourages car use (increases traffic)</li> <li>• Contributes to urban sprawl</li> <li>• Occupies valuable space</li> <li>• Cost to provide and maintain</li> <li>• Safety — potential increased crash rate where vehicles manoeuvre into parks</li> <li>• Environmental impact — storm water run-off reduces water quality and increases flood risk</li> </ul>

Figure A.3: The advantages and disadvantages of suburban car parking

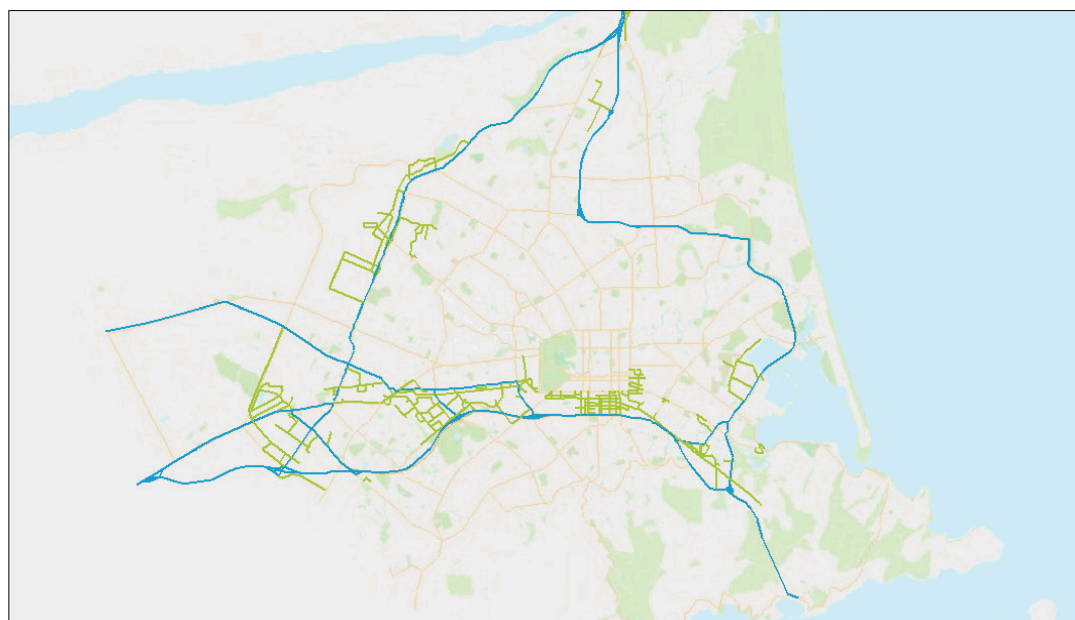
Appendix 3: Road User Hierarchy (from Network Management Plan)



October 4, 2018  
Strategic Road Network - Layer

- 1. Motorways
- 2a. Major Arterial
- 3a. Minor Arterial
- 4a. Collector
- 5. Local

0 1 2 4 mi  
0 1.75 3.5 7 km

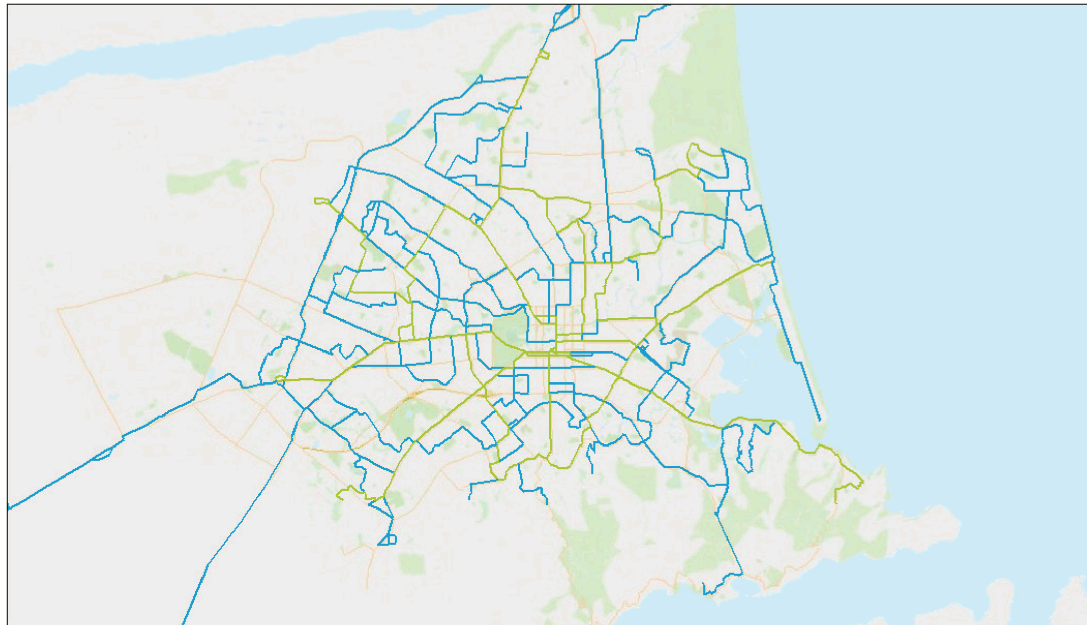


October 4, 2018  
Freight Network - Layer

- 1. Freight Routes
- 2. Industrial Areas

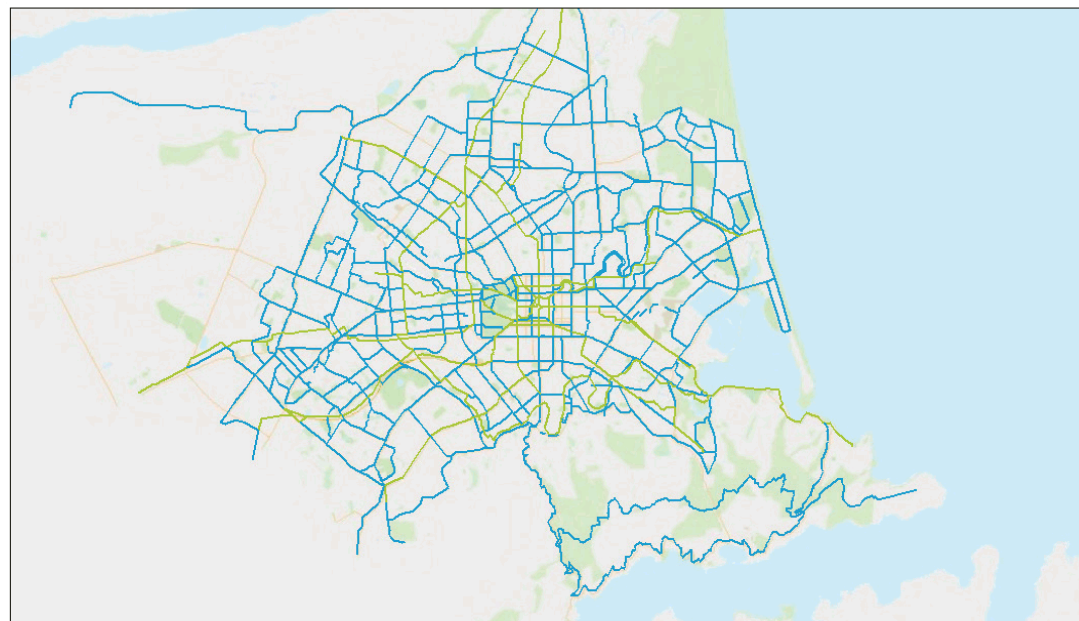
0 1 2 4 mi  
0 1.75 3.5 7 km





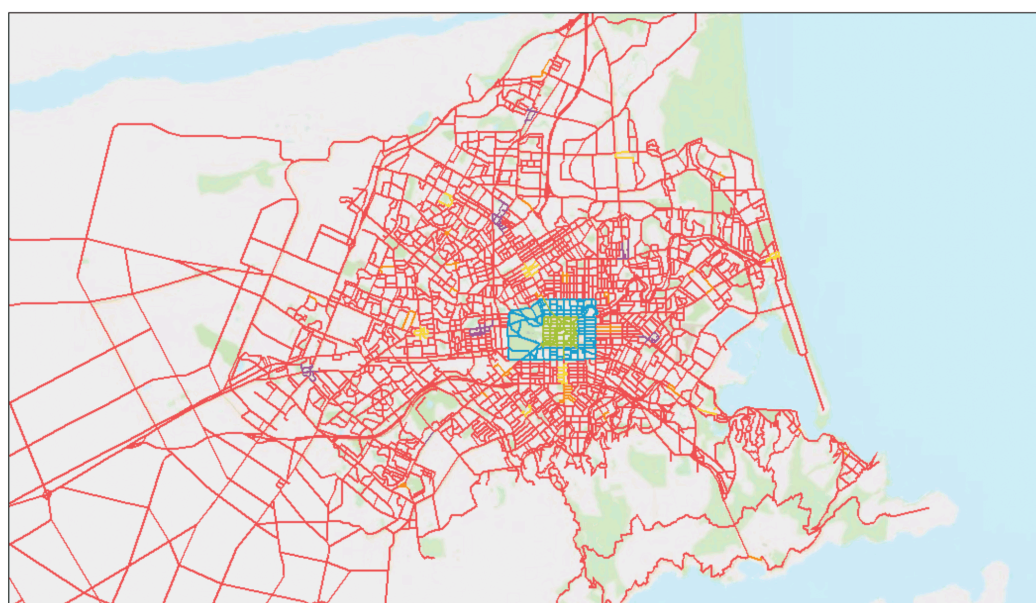
October 4, 2018  
**Public Transport Network - Layer**  
— 1. Metro Lines  
— 2. Connectors & Links

1:132,185  
0 1 2 4 mi  
0 1.75 3.5 7 km



October 4, 2018  
**Cycling Network - Layer**  
— 2. Local Cycleways  
— 1. Major Cycleways

1:132,185  
0 1 2 4 mi  
0 1.75 3.5 7 km



October 4, 2018  
**Link Places - Layer**  
 1a. Central-Slow Core  
 2. District Centres  
 3a. Large Neighbourhood Centres  
 3b. Smaller Neighbourhood Centres  
 4. Outside Centres  
 1b. Central-Outer



If you would like more information  
please contact:

-  Lori Rankin, Engagement Advisor
-  03 941 8355
-  [lori.rankin@ccc.govt.nz](mailto:lori.rankin@ccc.govt.nz)
-  53 Hereford Street, Christchurch
-  [ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)

## Draft Suburban Parking Policy social media report

<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/193>

Date 3/12/18



## Campaign summary

### Objectives:

- We are reviewing how we manage suburban parking, in particular on-street parking, to help prioritise public space and create safer and more people friendly streets. The consultation was centred around policies to address the challenges with managing suburban parking

### Total spend:

- \$200

### Platforms utilised:

- Facebook, LinkedIn, Neighbourly, Twitter

### Wins:

- Great video
- Most of the page views to the consultation page were through Facebook mobile



## Performance broken down by platform



### Facebook CCC:

Number of wall posts: 4  
Total reach: 35,606  
Total engagement: 235  
Total post clicks: 1983



### Neighbourly:

Number of wall posts: 3  
Neighbourhoods targeted: all  
# of Christchurch residents on  
Neighbourly: 62,322



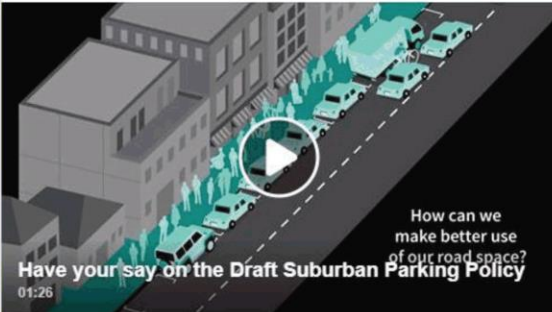
### Website:

Total page views: 2,832  
Unique page views: 2,537  
Average time on page: 3min47sec  
Bounce rate: 89%  
Main Referrer: Facebook (mobile),  
Direct, Google

## Top performing posts

**Christchurch City Council**  
October 18 · 🌐

We want to make better use of our road space around the city - for vehicles, pedestrians and cyclists.  
Have any ideas? Head to our website and have your say on the draft Suburban Parking Policy here <https://bit.ly/2CQVW11>



14,706 People Reached 1,069 Engagements [Boost Again](#)

Recent Activity

Boosted on Oct 18  
Audience: New Zealand: Christchurch Canterbury, ...  
By Monique Steele - Completed

[View Results](#)


👍👎👤 24 46 Comments 1 Share 7K Views

👍 Like 🗨 Comment ➦ Share 🌐

People reached: 14,706  
Engagement: 154  
Post clicks: 915  
Spend: \$50

**Christchurch City Council**  
November 14 at 8:30 PM · 🌐

We want to create safer and more people-friendly streets.  
To do that, we've created a draft policy that looks at how we manage on-street parking the suburbs.  
Do you agree with our approach? Have a read and tell us if you think we've got it right.



CCC.GOV.NZ  
**Draft Suburban Parking Policy**  
We're drafting a policy on suburban parking and we'd lik...

12,342 People Reached 925 Engagements [Boost Again](#)

Recent Activity

Boosted on Nov 14  
Audience: New Zealand: Christchurch Canterbury, ...  
By Monique Steele - Completed

[View Results](#)


👍 11 24 Comments 1 Share

👍 Like 🗨 Comment ➦ Share 🌐

People reached: 12,342  
Engagement: 68  
Post clicks: 857  
Spend: \$50

**Christchurch City Council**  
October 31 at 7:00 PM · 🌐

We're taking a closer look at how we're managing on-street parking in the suburbs.  
So, we've created a draft policy to try and address some of the challenges our stakeholders have identified.  
Before we go any further though, we need to hear from you.... See More



7,739 People Reached 147 Engagements [Boost Again](#)

Recent Activity

Boosted on Oct 31  
Audience: New Zealand: Christchurch Canterbury, ...  
By Monique Steele - Completed

[View Results](#)

👍 3 2 Comments 5.2K Views

👍 Like 🗨 Comment ➦ Share 🌐

People reached: 7,739  
Engagement: 5  
Post clicks: 142  
Spend: \$50

## Total Facebook post breakdown

DATE		PLATFORMS		
18/10	VIDEO	<b>CCC Facebook, LinkedIn, Twitter and Neighbourly:</b>  We want to make better use of our road space in areas around the city - for vehicles, pedestrians and cyclists. Have any ideas? Head to our website and have your say on the draft Suburban Parking Policy here <a href="https://bit.ly/2CQVW11">https://bit.ly/2CQVW11</a>		\$50
31/10	Have your say	<b>CCC Facebook and Neighbourly:</b>  We're taking a closer look at how we're managing on-street parking in the suburbs. So we've created a draft policy to try and address some of the challenges our stakeholders have identified. Before we go any further though, we need to hear from you. So tell us: have we got it right? <a href="https://bit.ly/2ykpAaY">https://bit.ly/2ykpAaY</a>	<b>CCC Twitter:</b> We're taking a closer look at how we manage on-street parking in the suburbs. Let us know what you think about our draft suburban parking policy, which tries to address some of the challenges our stakeholders have told us about: (link here)	\$100 - \$50 for social and \$50 for google ad.
14/11	Have your say	<b>CCC Facebook:</b>  We want to create safer and more people-friendly streets. To do that, we've created a draft policy that looks at how we manage on-street parking the suburbs. Do you agree with our approach? Have a read and tell us if you think we've got it right: (link to have your say).	<b>CCC Twitter:</b> We want to create safer and more people-friendly streets. That's why we've created a draft suburban car parking policy - so we can help prioritise public space. Tell us if you think we've got it right (link to have your say).	\$50
21/11	GIF	<b>CCC Facebook</b>  How should we be managing on-street parking in the suburbs? It's the last chance to have your say and we'd love to hear what you think. Head online here: <a href="https://bit.ly/2ykpAaY">https://bit.ly/2ykpAaY</a>	<b>CCC Twitter:</b> How should we be managing on-street parking in the suburbs? It's the last chance to have your say! <a href="https://bit.ly/2ykpAaY">https://bit.ly/2ykpAaY</a>	

### **Sentiment, pick-up and recommendations:**

- Most of the page views to the consultation page were through Facebook mobile – this is positive as it means a large chunk of the audience is coming through Facebook on people’s cellphones. This shows the importance of having easily digestible, mobile content for trying to engage users to “have their say”.
- Midway through the campaign, the consultation gained traction when it was highlighted by local radio media. Unfortunately the reporter had inaccuracies in his reporting of the consultation. This triggered some robust discussion on the posts around the removal of residents’ carparks, a lot of which was not relevant to what was being measured by this consultation. Moderation was important in the comments section throughout this campaign as people were largely misinformed about what was actually being consulted on.
- There was angry sentiment on the Facebook page during this campaign. Many users were opposed to the removal of residents’ carparks, to the prevalence of cycleways throughout the city and the introduction of Lime electric scooters (which are allowed to operate on both roads and footpaths).
- The friendly, informative tone of voice used in the posts was spot-on for social, especially in a hostile environment.
- We had planned to post the GIF for the second post, but instead it ran as the last post as a last minute reminder to fill in the form.
- The social video was fantastic, as it is pleasant to watch and informative – hence why this post performed the best of all four.



**John Miller** You can't manage the city how the hell do you expect to manage this  
Like Reply Message 1w

**Richard Hook** You won't manage it, you will just ruin it.  
Like Reply Message 1w

**Steve Welford** And once you've made a hash of this, like you have of the city - What next? Clearly trying to find ways to justify your jobs. Stay away from the suburbs, leave us in peace!!  
Like Reply Message 6d

**Duane Townley** Gee council...pay me a hefty consultants fee like you do everyone else when you have simply no clue and I'll tell you....till then nada.  
Like Reply Message 6d

**James McIlroy** How about you just don't. Ratepayers pay enough to subsidise carparking outside their own home, if it already exists. Let them manage it.  
Like Reply Message 5d

**Opi Nion** "How do we manage suburban parking?" you ask? Well, it seems you are not ...  
Like Reply Message 5d

**Steve Welford** The Southern motorway extension is there to do what?  
Making it easier for people traveling into the city and, unless I'm mistaken it is built for cars, the very thing you want to control, so where will these vehicles park when you limit parking ???... See More  
Like Reply Message 4d

**Steve Welford** Don't really understand what you are trying to do! You are spending millions on motorways to encourage easy access to the city from the North and South - then you want to penalise them when they arrive and park. What is going on? Does the left hand not see the right.  
Like Reply Message 4d

**Steve Welford** Your policies are clear, rid the city of cars, penalise them when and where ever possible, get people in buses and on cycles, end of story! Why would the people of Christchurch trust anything you do, take the Public Hospital for example! The lack of parking near the Hospital is a disgrace!  
Like Reply Message 2w

**Greg Hughey** Unfortunately I have to agree with you Steve, The hospital parking should of been the first place to have correct, not doing deals with Ngia Tahu over the old police station/new parking building. Safety first, access to the hospital is exactly that..  
Like Reply Message 2w

**Mark Platt** Why would you ask us? You never listen, drop the charade and just ruin things as always  
Like Reply Message 2w

**Ann Robinson** That's right the voted in councillors don't even write up the new legislation they just pass it regardless of what the community wants...about time this present council fronts up to its responsibilities. Make the city safer not impossible to use, suburbs on bus roots need on road parking for the people who don't live on bus roots.  
Like Reply Message 2w

**Tina Bailey** Priority should be reinstating the car parking around the hospital. Over 200 car parking spaces have been removed from the streets surrounding the hospital. The agenda of the council is quite clear...they do not want people to use cars in the city. To hell with anyone who works shift, lives out of town, uses childcare, has mobility and health issues, has very young children or elderly parents  
Like Reply Message 1w

**Helen Willis** Build a car park  
Like Reply Message 1w

**Tina Bailey** Helen Willis where? Building has started on the old site but it doesn't look like a car park.  
Like Reply Message 1w

**Karene Smith** Tina Bailey Hagley Park build on corner opposite the Hospital, remove the trees there. This land is not used for any purpose at present! What happened to the corridor under the road to the previous car park from the Hospital?? It was an ideal situation for access then so why not now????  
Like Reply Message 1w

**Carl Willis** I don't have a problem with parking restrictions etc where they are needed. However when the parking wardens specifically target industrial areas that have no parking issues, for the sole purpose of ticketing wof and rego I get annoyed. It's targeting the lower income households and is pathetic.  
Like Reply Message 1w

**Rayner Wallen** All I see in town is footpaths the size of dual carriageways, roads the size of footpaths, quarter full rubble Wilson's carparks, more big footpaths and cyclists in cycle lanes and people having fun on Lime scooters. It'll get there.  
Like Reply Message 1w Edited

**Gary Perrin** Rayner Wallen and no way of watering anything because they gave it all away.... No more garden city hmmm  
Like Reply Message 1w

**Christchurch City Council** Gary Perrin Hi Gary, just to clarify, Environment Canterbury makes the call about who can take water from the aquifers that run beneath Christchurch. While we can - and do - make a submission, we have no control over the allocations. Even if there were no bottling companies or any other commercial users taking water, we would still be asking you to conserve. The reason we want you to use less water, especially this summer, is because we need to shut down some of our pump stations so we can continue work on upgrading the wells. Our conservation campaign is driven by the infrastructure required to deliver the water, not a short supply of water. regards ^JW  
Like Reply Commented on by Sprout Social (?) · 1w

**Tania Jordan** I avoid town - the roads are so narrow it's dangerous  
Like Reply Message 1w

**Helen Willis** Hence the 30k speed zone restrictions  
Like Reply Message 1w

**Tania Jordan** Helen Willis even then it's still dangerous  
Like Reply Message 1w

**Martine Marshall-durieux** Pre earthquake it was so easy and pleasant to go into town. Easy to drive in, easy to park, easy to shop in small boutiques. Look at it now.....a stressful and frustrating experience and no more cute shops! Just big offices, big bank buildings, big stores that are far too large with too much of the same stuff.  
The only pleasant experience is to drive to the Lichfield street parking, go to Ballantynes a beautiful shop with everything you need and enjoy the first hour of free parking.  
Like Reply Message 1w

**Heather Wilkins** Martine Marshall-durieux it sure was but not now. Look at the fiasco with the lights at Cashel St. Talk about over kill. It has put me off going into the square now.  
Like Reply Message 1w

**Martine Marshall-durieux** Heather Wilkins you are quite right the traffic lights, the restrictions to park, the drive into town, the detours to get from A to B are a real nightmare. I only go to town once every two months now. And a lot of people feel the same as you and I. What a shame!  
Like Reply Message 1w

**Gary Rees** Put in lots of motorcycle parking. You can get half a dozen motorbikes in the space for one car.  
Like Reply Message 1w

**Maureen Obrien** Parking building for hospital . It's a disgrace.  
Like Reply Message 1w

**Steve Holdoway** Did you notice the only post responded to by the council was about water?  
Like Reply Message 1w

**Chris Tyler** Contract another consultant and pay heaps for your answer. You don't listen or you have already made up your mind. We don't want to play this game anymore.  
Like Reply Message 1w

**Chris Thompson** Public transport is the answer and lots of it, build it and they will come. Too much stick and the carrots been deleted due to budget constraints LOL.  
Like Reply Message 1w

**Selwyn Griffin** I do shift work. There is no public transportation available to get me there. If I am not allowed to park my car outside my home where do I park it?  
Like Reply Message 1w

**Julie Williams** Parking restriction in suburbs is just another money spinner for council. I notice they collect tickets like confetti but don't police the speed limits. Even the police speed in the 30k zones.  
Like Reply Message 1w

**Heather Wilkins** Julie Williams they speed almost every where. Same old answer oh they were going to an emergency well in that case where were the flashing lights ? Not all of them do.  
Like Reply Message 1w

Write a reply...

**Lyn Jongejans** Why can't the public just use the existing footpaths?  
Like Reply Message 1w

**Giovanna Rhodes** Would love to see more trees planted ... especially in the so called " lesser" suburbs... for example. Edgeware Rd is a lovely wide road... that could become a Parisian style boulevard with some appropriate tree planting... trees and regular care of the same... can make even the poorest areas look special... provides shade and protection for birds and insects... and avoids boiling hot cars in the Summer... Also... why oh why... is double sided parking allowed in narrow streets...?

**Shiree Couch** Never go into town now there is nothing there that interests me anymore pretty earthquake we had a fully functional cbd that was easy to get around now we have an abomination. It's a shame that our beautiful city that once was people friendly is no longer  
Like Reply Message 1w

**Steve Welford** I know , stop those cyclists who own cars from leaving them parked on the street for weeks on end ,  
Like Reply Message 1w

**Darel Hall** If you're going to allow Limss, you need to provide or designate parking. The current free for all isn't consistent with rationing limited space.  
Like Reply Message 1w

**Vicki Harris** Hospital parking required. It is a safety issue for staff on shift work. Current situation reckless  
Like Reply Message 1w

**Matt Newcombe** This closes today. When was it posted, yesterday? Not enough time to weigh up all that is in it.  
Like Reply Message 1w

**Heather Wilkins** Matt Newcombe first I've seen it.  
Like Reply Message 1w

**Christchurch City Council** Hi Matt, thanks for reaching out. We've been posting this to our Council Facebook, Neighbourly and Twitter accounts since the first post on October 18. There's still time to have your say before this closes so please head to the link and let us know your thoughts! Cheers again, \*MS  
Like Reply Commented on by Sprout Social [?] · 1w

**Matt Newcombe** Heather Wilkins funny how such an important thing is given such a short time to be read and commented on!  
Like Reply Message 1w

**Heather Wilkins** Matt Newcombe I don't do Twitter do you ? Only 1 I see occasionally is Neighbourly.  
Like Reply Message 1w

**Matt Newcombe** Christchurch City Council I have not seen it until yesterday.  
Like Reply Message 1w

**Matt Newcombe** Heather Wilkins no, I don't do Twitter.



**NS** Noelene Smith from St Albans 25 days ago  
No way in Colombo St NO were for people to park there cars since the bike Lane I sure no one from the council lives in this area <  
Like Thank Reply Save ...

**MS** Mihi Sinclair **Neighbourly Lead** from Avondale 1 day ago  
I am totally against CCC tampering with on street parking. The residents are disadvantaged and their objections are ignored  
Like 3 Thank 2 Save ...

**CB** Cindy Breward from Hoon Hay 13 days ago  
There is not a lot of parking in Frankleigh Street now that there is the cycle way  
Like Thank 1 Save ...

**The Team** from Christchurch City Council 8 days ago  
Thanks for your feedback Cindy!  
Please make sure to follow the link and have a look through the policy. There are still a few days left to officially have your say!  
Cheers again :) \*MS  
Like Save ...

**JH** Janelle Harris-reed from Riccarton 4 days ago  
but what about people that live in the areas you are planning on making no parking where do they park not all homes have driveways these days.  
Like 3 Thank 1 Save ...

**PC** Peter Coleman from Spreydon 4 days ago  
The council wants to get rid of parking and this fits in with their trying to get rid of cars. This is because they are rolling out UNAgenda21. They are not for the people at all. They include most councillors and their policy makers and implementer Helen Beaumont, Pauline Cotter, Tony Moore, Vicki Buck, Luanne Dalziel. Ask them.  
Like 3 Thank 1 Save ...

**Frilly Perdua** from Woolston 4 days ago  
The plan shows they are putting parking for cars very low on the priority list. This will affect community venues like Weekly farmer markets. For some time I avoided the one in Riccarton Bush as I can never find anywhere to park there. For about a year I was unable to walk very far and I won't be bussing or cycling with bags full of vegetables, and fragile eggs, even to the one in Opawa if there is nowhere to park there on Sunday. Oh well we shall see... I don't plan to stay in Christchurch anyway...  
Like 1 Thank Save ...

**Aileen Kimber** from Bishopdale 1 day ago  
Yes they want people in the city, paying for parking, council carpark, might as well stay away from the city its a hassle to find parking without the problem of getting a ticket, streets narrowed down cycle lanes everywhere and never seen a cyclist in St Asaph street yet.  
Like 1 Thank 1 Save ...

**CB** Cindy Breward from Hoon Hay 3 days ago  
I was driving the other day and I needed to take an important cell phone call from America, there was no where I could pull over to answer the call for blocks at a time. I took the call on a bus stop! Also where do service vehicles park now days when making house calls to fix plumbing and electricity?  
Like 4 Thank Save ...

**Frilly Perdua** from Woolston 3 days ago • Edited  
We should replace cars with a bike share system like the lucky people in China.  you. be...  


Like 2 Thank 1 Save ...

**Luke Murphy** from Hornby 1 day ago  
Removal of grass berms? Extra road space, not like roads were built for people to walk on, not everybody takes public transport so they need a place to park their car.  
Like 3 Thank Save ...

**BC** Barbara Crofts from Parklands - Marshlands 1 day ago  
I agree, berms are so unnecessary and very untidy and take up to much space.  
Like 2 Thank Save ...

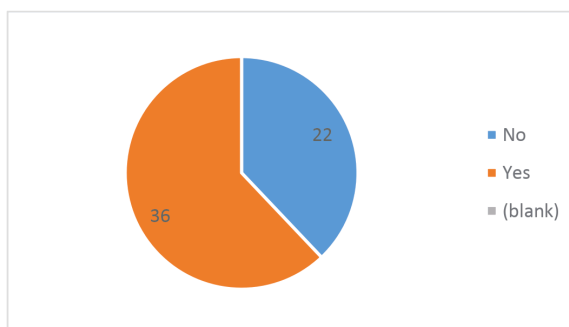


## Appendix C

This appendices summarises the responses received to the Draft Suburban Parking Policy. In total, 9 specific questions were asked of submitters covering a range of 9 policies.

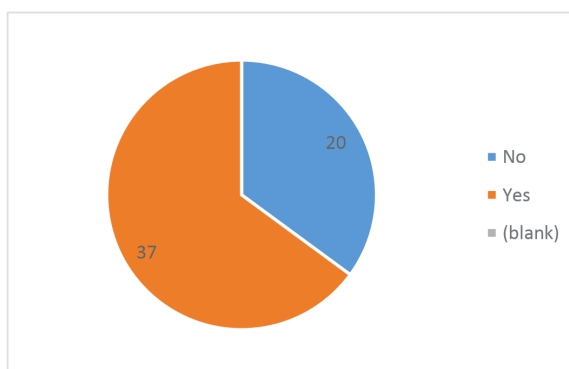
### Policy 1: Do you agree with the order these have been prioritised?

No	22
Yes	36
(blank)	
<b>Grand Total</b>	<b>58</b>



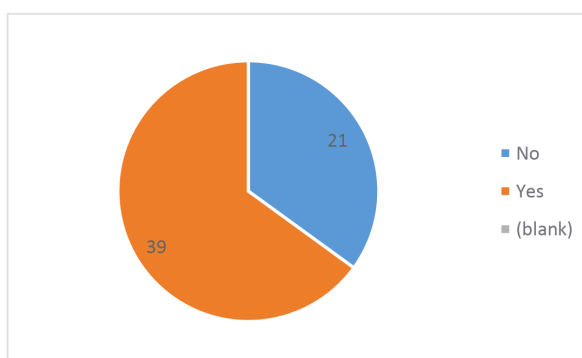
### Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?

No	20
Yes	37
(blank)	
<b>Grand Total</b>	<b>57</b>



### Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?

No	21
Yes	39
(blank)	
<b>Grand Total</b>	<b>60</b>

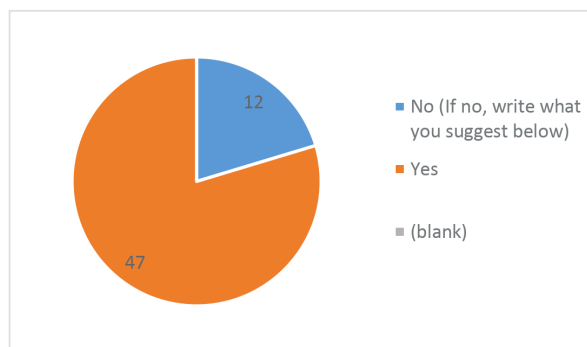




Policy 4 (Honouring existing residents parking permits): No feedback was asked as it was identified as a non-negotiable policy that did not require feedback.

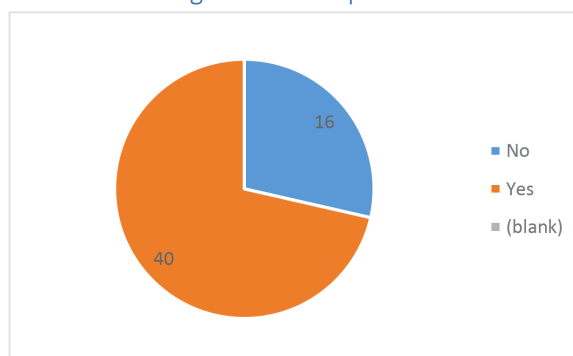
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?

No (If no, write what you suggest below)	12
Yes	47
(blank)	
<b>Grand Total</b>	<b>59</b>



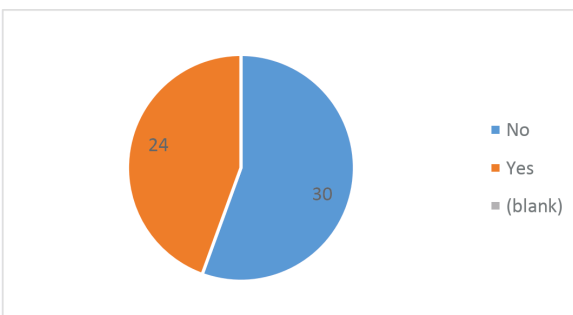
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?

No	16
Yes	40
(blank)	
<b>Grand Total</b>	<b>56</b>



Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?

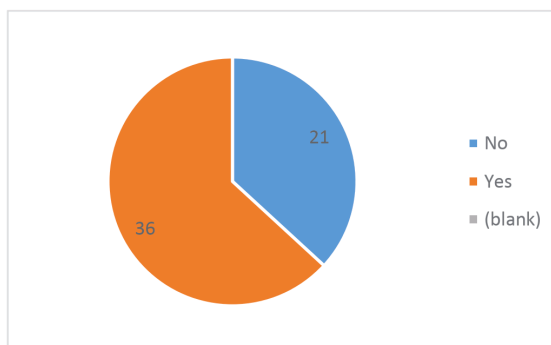
No	30
Yes	24
(blank)	
<b>Grand Total</b>	<b>54</b>





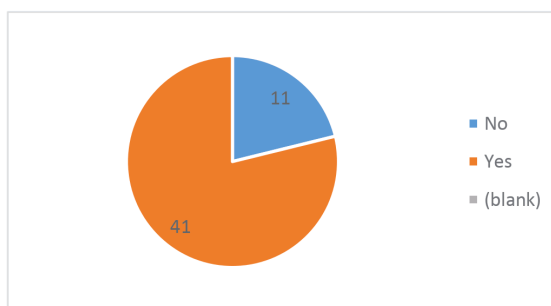
Policy 8: Are there any other types of parking Council should be supporting?

No	21
Yes	36
(blank)	
<b>Grand Total</b>	<b>57</b>



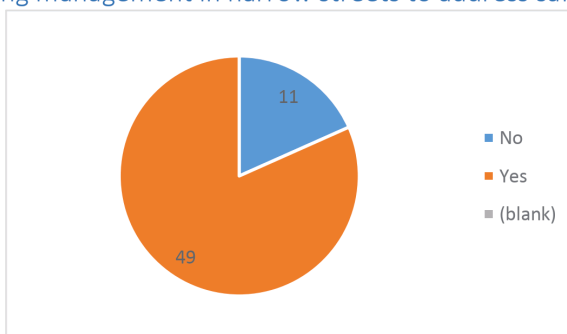
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?

No	11
Yes	41
(blank)	
<b>Grand Total</b>	<b>52</b>



Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?

No	11
Yes	49
(blank)	
<b>Grand Total</b>	<b>60</b>



## Draft Suburban Parking Policy – Staff Analysis of Submissions

### 1. Issues & Staff Responses

- 1.1 Overall, submissions were generally supportive with the Policies outlined in the Draft Suburban Parking Policy document.
- 1.2 Some questions elicited greater input from submitters and have been highlighted by staff for further discussion and analysis. These concern Policies 1, 2, 3, 8 and 9.

#### Analysis of submissions in relation to the prioritisation of suburban road space (Policy 1)

- 1.3 Question 1 in the consultation regarded the prioritisation of kerb-side road space and asked submitters views on whether they agreed with the policy recommendations on how suburban road space would be prioritised. There were 58 individual submissions to this question, 36 of which were in support and 22 who disagreed.
- 1.4 Of those who disagreed with the recommended prioritisation, most cited disagreements with the proposed order. The most commonly cited amendments were as follows:

- a. Residential parking should be made a higher priority in residential areas.

*Officer response:* Residential parking is prioritised below safety, movement and amenity because they support wider road safety, efficiency, and place-making outcomes. This supports broader transport objectives outlined in paragraphs 4.5-4.7 of the report.

- b. Commuter parking should be made a higher priority in residential areas.

*Officer response:* The needs of commuters must be carefully balanced against the localised needs of residents who live in residential streets. In general, residents will be prioritised over non-residents in order to provide sufficient parks for those that live in the area.

- c. Short-term parking should be made a higher priority in commercial areas.

*Officer response:* Short-stay parking users would normally be regulated through P60 and P120 restrictions. Their parking requirements are therefore more impactful than other types of parking higher in the priority order such as those of taxi's and buses as they spend a greater time parked in valuable public space. In addition, there is a need for local businesses to receive deliveries and freight in safe and efficient manner, which can be better guaranteed through a higher prioritisation of this parking-type.

- 1.5 Amongst those that agreed with the policy there were some sentiments that residential parking should perhaps be prioritised over parking for bicycles/bus. This reflected other comments which were raised questioning the basis on which bikes/public transport/shared parking were prioritised over private vehicles across all areas.

*Officer response:* Prioritisation for bus stop/bicycle/shared mobility parking infrastructure has been identified as greater need than other parking types because of its role in increasing travel choice and accessibility, and promoting alternative forms of transport other than the private car. This also supports the broader aim of the policy, which is to create people-friendly streets and more attractive public spaces.

- 1.6 A smaller number of submitters commented on the following:

- how the policy was 'overly complicated', wasn't necessary, and were happy with the status quo.

*Officer response:* A formalised process for determining and prioritising road space is required in suburban areas because of the competing demands for public space. Council currently has no such system to prioritise certain users or parking types. This Policy would enable Council to determine the best use of public space across a range of different suburban areas in a consistent and coherent manner.

- the need to cater for future technologies such as electric vehicles and their required charging infrastructure into this kerbside priority matrix.

*Officer response:* Staff agree that there is a recognised need to address the space requirements for electric vehicles and their charging infrastructure within this Policy. This should relate to the Council's Electric Vehicle Policy 2017.

#### **Analysis of submissions in relation to the proposed Parking Management Criteria (Policy 2)**

- 1.7 Question 2 in the consultation asked submitters if they agreed or disagreed with the proposed Parking Management Criteria. This establishes a clear set of trigger points and parking management actions that would be implemented in circumstances of high parking demand. There were 57 individual responses to this question, of which 37 agreed with the proposed criteria and 20 did not agree.
- 1.8 A large proportion of those who disagreed with the proposed Parking Management Criteria did so because they objected to parking management tools being introduced in areas of high parking demand. Many viewed these tools as making it more difficult for residents, commuters, and businesses to park. Others tended to view these tools as unnecessary.
  - 1.8.1 *Officer response:* The intention with this Policy is to formalise a process of criteria and related actions that would be introduced in circumstances where there is high parking demand. This would enable parking management mechanisms to be applied across all suburban areas in a consistent manner to enable more efficient parking solutions. The alternative is to maintain the status quo, but this would mean that the Council has no consistent way of assessing when areas are experiencing pressures from parking and what actions can be introduced to mitigate these issues.
- 1.9 A common sentiment shared was concerns over implementation of the Parking Management Criteria across different suburban areas, many with different requirements, needs, and particular circumstances. There was a particular concern raised over the 'one-size fits all' nature of the policy that may lead to downstream parking effects on other residential and commercial communities.
  - 1.9.1 *Officer response:* The Policy enables case by case assessments to be made to ensure that the parking management tools proposed are well paired with the particular local circumstances.
- 1.10 Other pertinent issues raised were:
  - It's currently unclear, in circumstances where there is high occupancy, why implementing parking restrictions on 25% of a street has been identified as the appropriate threshold.



- *Officer response:* The purpose of this intervention is to determine whether limited restrictions can achieve parking outcomes before additional interventions are introduced. Staff can improve the rational and justification for this intervention within the Policy.
  - The view that introducing parking charges in commercial areas would hurt local businesses
    - *Officer response:* There is little evidence that pricing deters customers from shopping at local businesses. The impacts of pricing are to free-up parking spaces and increase turnover, which provide more opportunities for customers to find a park.
  - Lack of clarity around what 'peak times' refers to within the Policy.
    - *Officer response:* Since different suburban areas will experience varying levels of peak occupancy depending on the time of day, an occupancy survey will be required to determine the peak period. 'Peak times' can be defined in the final Policy document as occurring at the peak occupancy period following an AM and PM parking survey.
  - that any proposed parking management criteria would ultimately be ineffective unless effective enforcement is also implemented alongside the proposed parking management tools.
    - *Officer response:* Parking enforcement will continue alongside any additional parking management tools. The Policy can amended to reflect this. In addition, the draft Policy has been prepared with input from the enforcement team.
- 1.11 A small number of comments were made questioning the use of time-restrictions as an effective parking management tool. Instead, parking pricing was suggested as the most effective tool to use to manage parking in circumstances of high demand.
- 1.11.1 *Officer response:* Time-restrictions without charging are in use in some parts of the city and have proven to be a useful tool manage parking issues in areas of high demand. Therefore, time-restrictions are proposed as a first measure before other interventions are introduced.

#### **Analysis of submissions in relation to the implementation of residential parking areas (Policy 3)**

- 1.12 Question 3 of the consultation asked submitters if they supported the use of residential parking exemption areas as a means to prioritise residential parking. There were 60 individual responses to this question, 39 of which supported the Policy, and 21 which did not support.
- 1.13 The most commonly cited reasons for disagreement were based on a perception that the Policy is unnecessary, with many arguing that residents should be able to store private vehicle themselves off-street as opposed to Council addressing an on-street issue through parking management.
- 1.13.1 *Officer response:* Case by case assessments will continue to be made in each circumstance to determine the appropriate Council response. For example - in areas with a large amount of off-street parking for residents and manageable demand, limited time-restrictions, as per Policy 2, may suffice. Conversely, in circumstances where there is high parking demand and the time-restrictions have already been implemented, then it is reasonable to move to a residential scheme which prioritises residents.

- 1.14 Concerns were also raised over how households with multiple vehicles would be dealt with through implementation of residential parking exemption areas.
- 1.14.1 *Officer response:* This is already addressed through the eligibility criteria outlined within Policy 3. Households with off-street parking, and thus the space to park multiple vehicles off-street, will be prioritised below households who have no or limited off-street parking. This is to enable those with a greater need for on-street space to be prioritised.
- 1.15 Similarly, there were different views on how implementation of a permit fee should be handled, with some objecting to residents having to pay.
- 1.15.1 *Officer response:* A permit fee is required to cover the cost of administering a residential parking exemption area. This would either have to be incurred by the household benefitting from being able to park on-street or the ratepayer. It is staff's view that it is reasonable for residents to pay for the benefits received through implementation of a residential parking exemption area.
- 1.16 Other pertinent issues raised were:
- why 85% occupancy rate was selected as the appropriate threshold to determine implementation of residential parking exemption areas.
    - *Officer response:* Staff have investigated best practice from other cities in New Zealand and internationally in determining the appropriate occupancy threshold for parking management schemes. 75%-85% parking occupancy is often used as best practice because it is optimal occupancy level for turnover that ensures that just the right amount of free parking exists so that a space is available, which reduces the effects of 'driving to park', but also ensures that spaces are used efficiently. Staff view 85% occupancy as an appropriate threshold that will ensure a consistent approach to parking management across our suburban areas.
  - the potential for this Policy to create adverse conflict between different residential communities where interventions have been introduced in some but not all areas (e.g. the potential knock-on effects parking impacts to nearby communities).
    - *Officer response:* This issue already exists as a result of a lack of consistent policy direction. If implemented, this Policy will allow Council to assess all areas for potential parking management schemes in an objective and consistent basis.
  - How demand based pricing would be better mechanism in comparison to residential parking exemption areas in prioritising the needs and parking requirements of residents.
    - *Officer response:* Whilst pricing is an effective parking management tool, in circumstances where residential parking needs to be prioritised, this mechanism will not allow Council to priority this user group over others.

**Analysis of submissions relating to Policy 8 (support for provision for all types of parking)**

- 1.17 Question 7 in the consultation document asked submitters for any additional suggestions of parking which Council should be supporting. There were 54 individual responses to this

question, of which there were 24 additional suggestions. The table below summarises the most commonly cited suggestions.

Description of parking type	Officer response
Parking for emerging micromobility modes such as scooters	Emergence of new micromobility modes such as scooters will have an implications for parking suburban areas. Its significance will vary due to the dockless nature of the current system. However, staff believe that the Draft document can be updated to reflect support for provision of this form of mobility. Policies 8 and 1 should be updated to reflect the support and prioritisation of this form of mobility.
Parking provision for families with small children	There would be difficulties in regulating or enforcing such a parking provision.
Provision for demand responsive transport services	Due to the on-demand basis of this service, there is generally much lower demand for parking than other services such as taxis
Short-stay pick-up or drop-off	Short-stay parking is encouraged through Policy 2 which introduces time-restrictions to encourage parking turnover. Beyond this, it would be difficult to enforce such a Policy.
Loading zones	This is currently expressed via Policy 1 (Road Priority Matrix).

#### Analysis of submissions to Policy 9

- 1.18 The below table summarises the most commonly cited parking technologies referenced by submitters. They are listed in the most commonly cited order. There were 27 individual responses to this question, of which 23 provided additional suggestions.

Description of parking technology
Payments facilitated through a mobile application
Charging for electric vehicles
Demand responsive pricing
Parking sensors for enforcement
Parking availability app
Plate recognition cameras
Digital way finding

*Staff response:* Many of these technologies concern technological changes, which is already captured through the Policy. Others, such as demand responsive pricing, are parking practices that aren't specifically facilitated through technology and is therefore outside of the scope of this Policy.

#### Other common themes/views

The below table summarises other common views/themes/arguments that came through the analysis. These have been detailed alongside the respective Policy and the Officer Response.

Policy	Description	Officer response
--------	-------------	------------------

<b>Policy 1</b>	Movement and Amenity should not be grouped together as they mutually exclusive.	Movement and Amenity are not intended to be prioritised together. Grouping them simply indicates that they are prioritised equally.
<b>Policy 1</b>	The priority given to mobility parking does not reflect the significance of this parking type.	Mobility parking is still prioritised above residential and commuter parking. The priority given in this Policy reflects the proportion of users that it benefits. Generally, parking facilities that support a greater number of users will be prioritised over parking that purely benefits individuals. Case by case assessment will continue to be made to assess individual circumstances and in assessing the number of mobility parks required.
<b>Policy 5</b>	This Policy is only effective alongside enforcement.	Parking enforcement already operates in suburban areas. However, the wording of this Policy can be amended to reference how parking enforcement will continue alongside any additional parking management tools.
<b>Policy 5</b>	The proposed use of time-restrictions applies to all road users and does not target specifically deter private businesses.	The effects of this will be negligible if the criteria in Policy 2 are followed and met. Time-restrictions are intended to be used in residential areas and, under implementation of a residential parking exemption area, will therefore have a negligible impact on residents.
<b>Policy 6</b>	Policy should make provisions to increase businesses off-street parking requirements to reduce the impact of this policy.	New development requirements for on-site parking are outlined in the District Plan. Increasing or decreasing parking requirements is outside the scope of the Draft Policy.
<b>Policy 7</b>	There are challenges around ensuring that mobility parks are well utilised.	Policy can be amended to reference how mobility parks will be reviewed to ensure that they are serving this purpose or can be converted to alternative types of parking.
<b>Policy 9</b>	This may exclude people not familiar with information technology.	A greater proportion of people will be familiar with information technology in the future as more services and processes are facilitated by mobile devices.



## 5. Volumes of Submissions

Reference: 18/1344912

Presenter(s): David Corlett, Committee and Hearings Advisor

### 1. Purpose of Report

- 1.1 The purpose of this report is to collate, for the consideration of the Hearings Panel, the submissions received in response to the consultation on the Draft Suburban Parking Policy.
- 1.2 A volume of submissions received from submitters who have subsequently asked to be heard in person by the Hearings Panel and are scheduled to be heard at the meeting is appended as **Attachment A**.
- 1.3 A volume of submissions received from submitters who have not asked to be heard in person is appended as **Attachment B**.
- 1.4 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. Staff Recommendations

That the Hearings Panel:

1. [Accept written submissions \(including any late submissions\) received on the Draft Suburban Parking Policy.](#)

### Attachments

No.	Title	Page
A <a href="#">↓</a>	Attachment A - Submissions to be Heard	50
B <a href="#">↓</a>	Attachment B - Submissions not to be Heard	84

### Signatories

Author	David Corlett - Committee and Hearings Advisor
Approved By	David Corlett - Committee and Hearings Advisor



# **Submissions on the Draft Suburban Parking Policy**

**Volume 1  
Heard Submissions  
Monday 21 January 2019**

CHRISTCHURCH CITY COUNCIL

Draft Suburban Parking Policy

SUBMITTERS WHO WISH TO BE HEARD

Monday 21 January 2019

Time	Submission Number	Submitter	Page No
9.30am	Meeting Open, Election of Chair Opening Presentation by Staff		
10am	59	Pam Richardson, Banks Peninsula Community Board	52
10.10am	57	Karolin Potter, Spreydon-Cashmere Community Board	54
10.20am	36	Mike Mora, Halswell-Hornby-Riccarton Community Board	56
10.30am	67	Dirk De Lu, Spokes Canterbury	61
10.40am	26	Darren Fidler	67
10.45	Break		
11am	39	Greg Hughey	69
11.05am	58	Karl Varley, Avonhead Community Group	71
11.15am	45	Bob Broughton, Riccarton Bush Kilmarnock Residents' Association	81

Submission No: 59	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Adrianna Hess
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/21/2018 11:07:06 AM
Would you like to attend the hearings for this consultation?	Yes
Name of Organisation	Banks Peninsula Community Board
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	<p>These priorities won't suit the Banks Peninsula ward, because each of our suburban areas are very unique; each have varying pressures from tourism, commuting, recreation, and space restraints resulting from heritage sites.</p> <p>Implementing priorities concerning car parks requires community and Board input prior to decisions being made. Specifically, residents parking needs to be higher on this list, however, loading zones in particular places (e.g. city centres) may have higher priority than residents parking; the Board would like some flexibility in the system.</p>
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	Where applying parking management criteria will change existing car parks, the Board supports the communication of these changes with residents.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	We support the idea of residential exemption schemes where necessary, and applied in a case-by-case basis.
Policy 5: Do you agree with using parking time	Yes

restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	We support all provisions for people with restricted mobility, in particular the enforcement of these designated areas to deter illegal parking. The Board would like to assess whether these mobility parks are in appropriate places before sign-off. The Board supports increasing the amount of information on what mobility parks are available around Banks Peninsula.
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	We support each type of provision where appropriate.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	We welcome the opportunity to work to resolve the issue of parking on narrow carriageways. The Board would like input into this decision making process.
Attachments	No

Submission No: 57	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Spreydon Cashmere Community Board (F Collins Community Board Advser) Spreydon Cashmere Community Board
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/20/2018 6:06:07 PM
Would you like to attend the hearings for this consultation?	Yes
Name of Organisation	Spreydon Cashmere Community Board
Policy 1: Do you agree with the order these have been prioritised?	
Comments:	See attached submission
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	
Comments:	See attached submission
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	
Comments:	See attached submission
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	

Write suggestions below	See attached submission
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	
Comments:	See attached submission
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	
Comments:	See attached submission
Policy 8: Are there any other types of parking Council should be supporting?	
Comments:	See attached submission
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	See attached submission
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	
Comments:	See attached submission
Attachments	Yes



## **Spreydon-Cashmere Community Board**

### **Submission on the Draft Suburban Parking Policy**

#### **1. INTRODUCTION**

1.1 The Spreydon-Cashmere Community Board ("the Board") appreciates the opportunity to submit on the Draft Suburban Parking Policy ("the Policy").

1.2 The Board would like to speak to its submission.

#### **2. GENERAL**

The Board is aware of increasing pressure on suburban streets over recent years to cater for the varied needs and aspirations of citizens, including the availability of on street parking. The Board therefore welcomes the development of a suburban parking policy to guide future decision making.

#### **3. SUBMISSION**

3.1 The Board generally supports the approach of identifying priority uses as set out in Policy 1, The Board does not agree, however, with the identification of mobility parking as separate use. Rather the Board sees mobility parking as a component of "movement and amenity" and therefore being ranked a second priority in all areas.

3.2 The Board generally supports application of the parking management criteria set out in Policy 2, however:

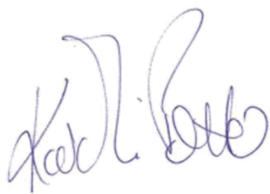
3.2.1 It does not support the total exclusion of resident parking in areas where on street parking occupancy regularly exceeds 85% at peak times. The Board considers that even in these areas there needs to be an ability to provide for resident parking permits to be conferred in exceptional circumstances.

3.2.2 The Board does not agree that increasing parking charges is an appropriate mechanism to address parking in areas where occupancy of paid parking in on street spaces regularly exceeds 85% at peak times. The Board does not consider that access to parking should be more available to those on a higher income than those on a lower income.

3.3 The Board supports the implementation of resident exemption parking areas in locations where on street parking occupancy of time restricted spaces regularly exceeds 85% at peak times as set out in Policy 3. The Board does not agree that there should be a cost to eligible residents for a parking permit. The Board's view as set out in 3.2.2 is that access to parking should not be more available to those on a higher income than those on a lower income.

3.4 The Board is supportive of the provision for visitor parking permits as set out in Policy 3 as this recognises the need to cater for not only visitors and tradesmen but also for attendance of care providers such Nurse Maude, midwives and other service providers.

- 3.5 The Board generally agrees with the approach in Policy 5 of continuing to ban on street parking by private businesses as per the parking and traffic bylaw. The Board considers there needs to be clarity around the type and level of use of on street parking by businesses that is unacceptable. The Board does not support the use of time restrictions as a deterrent to businesses using on street parking as this mechanism applies to all road users and does not target businesses.
- 3.6 The Board generally agrees with the approach in Policy 6 of putting the onus for the provision of off street parking on property owners/tenants. The Board it considers, however, that the Council has a responsibility in signing off on developments etc. to ensure that there is provision for sufficient off street parking to provide for current and future needs and to monitor parking areas to ensure they comply with all approvals e.g. in the number and placement of mobility parking spaces.
- 3.7 The Board is satisfied that the implementation of the mechanisms identified in Policy 7 will improve mobility parking. The Board considers that the enforcement of mobility parking should extend beyond Council car parks and on street parking spaces to include off street parking by private providers eg in shopping malls and other facilities. The Board further considers that there needs to be thought put into the most appropriate location for mobility parks to ensure that they appropriately cater to the needs of those using them e.g. in a scenic spot the mobility park needs to be placed so an occupant can enjoy the view.
- 3.8 The Board agrees that the Council should be providing parking for a range of transport options as recognised in policy 8.
- 3.9 While the Board generally supports the adoption of parking management technology in terms of Policy 9 it cautions that the adoption of such technology should not be to the extent that it could restrict the ability of a section of the community to access parking.
- 3.10 The Board agrees with the proposal for management of parking on narrow streets as set out in Policy 10.



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Spreydon-Cashmere Community Board.

Dated: 12 November 2018

Submission No: 36	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Mike Mora
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/12/2018 2:05:17 PM
Would you like to attend the hearings for this consultation?	Yes
Name of Organisation	Halswell-Hornby-Riccarton Community Board
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	<p>The Board has considerable experience in dealing with the overflow of all day parking on residential streets from large commercial, industrial or educational complexes. Riccarton has Westfield, the South Island's largest shopping complex, the University of Canterbury and Bus Inn Retail complex extending to the Upper Riccarton shopping centre. Hornby has the Hornby Hub and many commercial/industrial complexes.</p> <p>There are two features of our current practices and involvement that the Board does not want removed:</p> <ol style="list-style-type: none"> <li>1. The Board currently has delegation to implement parking restrictions. This is done after consultation with residents. The Board currently supports keeping this delegation as we are close to and representative of our communities.</li> <li>2. Those streets that currently have parking restrictions (either both sides or one side) should not have them changed or removed to fit the new policy. Many of these parking restrictions have stood the test of time, an example around Westfield has had restrictions for 23 years. There would a considerable outcry from residents if there was any change to remove/change the current restrictions. The final version of the policy needs to make this clear.</li> </ol> <p>Note: The area south of Westfield has medium density housing with little requirements for parking for new townhouse type developments. Residents are concerned with the impact of cars parking on-street. One can have four units each with four people and potentially twelve cars. This area currently has one side of the road 120 minute parking restrictions. The Board asks that a section of the Suburban Parking Policy be devoted to the particular issue of parking and intensification.</p> <p>The following additional comments are made:</p>

	<p>1. Our Board believes that the 85 per cent threshold to trigger parking restrictions is too high. The difficulty arises from all day parking by employers or students on local residential streets. The Board believes there does not need to be a threshold or for it to be lowered, the issues should be dealt with on a case-by-case basis once concerns have been raised. There is always consultation with residents and parking restrictions do not occur if a sizable majority are not in favour.</p> <p>2. Residential Zones - similarly the 25 per cent approach to parking restrictions is far too low. Generally, when the Board implements parking restrictions it is on one side of the street (50 per cent).</p> <p>3. Car parking has an impact on the visual amenity and living quality of a residential street. The Board is pleased to note that this aspect is recognised in Appendix 2, Issue 2.</p> <p>4. When there is all day parking as an overflow from large complexes, small businesses on adjoining streets would normally request 60 minute parking restrictions and local residents would normally request 120 minute parking restrictions. These differences need to be respected.</p> <p>5. Large complexes like Westfield and the University of Canterbury are not supplying enough car parking. It is the Board's understanding that they are required to provide a certain number of car parks but can allocate them to staff or customers. Both Westfield and the University of Canterbury have been very supportive of our Board installing parking restrictions so residents are not completely overwhelmed by all day parking on residential streets.</p> <p>6. If considering off-street parking for commercial overflow, this should not include the installation of parking meters on suburban streets. We understand this is not intended but there has been resistance from suburban residents to any suggestion of metering.</p> <p>The Board is particularly affected by parking issues and we ask that the Council notes this aspect. The Board has particular concerns that arise in its area which require addressing that may not be echoed in other wards/Board areas of the city.</p>
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes

Comments:	The Board is supportive of the policy's provisions to improve access for those with restricted mobility.
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	With the exception of large tour buses/coaches and heavy vehicles parking on any road primarily in residential areas. These vehicles should be parked overnight at a depot/yard or a suitable off-street facility, for example, like at the Racecourse Hotel.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	The Board fully endorses this aspect, especially the continued use of digital way finding.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	The Board requests retaining its delegation to make decisions on parking restrictions on residential roads.
Attachments	No



Submission No: 67	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Jillian Frater
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/21/2018 4:59:43 PM
Would you like to attend the hearings for this consultation?	Yes
Name of Organisation	Spokes Canterbury
Policy 1: Do you agree with the order these have been prioritised?	
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	
Comments:	
Attachments	Yes

Name: Spokes Canterbury

Address: c/-

phone:

Email:

Name of organisation: Spokes Canterbury.

#### SUBMISSION ON DRAFT SUBURBAN PARKING POLICY 2018

Spokes supports the review of the suburban parking policy and considers it is very sensible for the Council to review how the limited space contained within the road corridor is used. In particular, Spokes supports the use of this valuable public space to provide more space for pedestrians and people passing through. It also considers that the use of this land for short term vehicle parking should be limited.

Spokes notes however, broader issues related to the need to discourage the use of private motor vehicles and encourage the use of walking, cycling and public transport are not included in this draft policy. Suburban parking should not be considered in isolation and needs to be addressed in relation to issues discussed in other Council documents such as climate change, health, congestion and the environment.

#### Page 1: Summary

##### Paragraph 1

We note in the summary of the document that it is stated that: "Our suburban streets play an important role for both residents and the city as a whole. They provide space for people to move around the city, green space, places to meet and socialise, and they often provide parking. This creates competing demands for space with dedicated cycle or public transport lanes, landscaping and areas to socialise often impacting on parking spaces."

We do not agree with the statement in the last sentence of this paragraph as it is stated that cycle or public transport lanes, landscaping and areas to socialise impact on parking spaces. Spokes contends that public space should be available for all these uses and that parking spaces for vehicles should not be considered the dominant use.

#### Paragraph 5

It is stated that “these costs and benefits have been carefully evaluated”, however, we note no cost/ benefit analysis is included in the document.

#### Introduction – page 4

Spokes notes that the draft policy says:

“This Policy does not propose any changes to any car parks”

While Spokes acknowledges that the policy itself doesn’t propose any changes to any carparks, the overall focus of the policy is to change the priority given to on-street carparking within the city. Therefore, this statement seems to be unnecessary and also slightly misleading for readers, and it would be better if it were deleted.

#### Policy 1 – page 6

Spokes supports the priority given to cycle parks and bike corrals in Table 1 (Road Priority Matrix).

Regarding the 2<sup>nd</sup> priority movement and amenity, Spokes notes that the first four bullet points state: “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 “movement for pedestrians will take priority in areas with high pedestrian footfall”. Furthermore, movement is said to include “wider footpaths, cycle lanes, bus lanes, and traffic lanes” and amenity “landscaping and street furniture.” Spokes considers that the list given in the draft policy is too simplistic and does not provide sufficient guidance where there are two or more uses that have equal dominance and are competing for space. An example of such a situation is near Christchurch Hospital.

The list of priorities also does not give any guidance in relation to cycle lanes that are not located on major cycle routes. Some guidance needs to be included regarding the priority of amenity versus cycle lanes. Spokes considers cycle lanes should at times have greater priority than amenity.

The priority lists also states in bullet point 5 that “movement for freight will take priority on the **strategic** freight routes”. Spokes questions whether such a priority will only relate to **major** freight routes and notes that in the past NZTA ruled out cycle lanes on Cashmere Road as it was considered to be an **alternative** freight route.

Bullet point 6: "Movement of traffic will take priority on the strategic traffic routes". Spokes notes that "strategic traffic routes" within Christchurch suburban areas presumably include roads like Brougham Street, Moorhouse Ave, Memorial Ave and Main South Road that are listed in the District Plan as "major arterial roads". It is unclear from the policy whether other roads such as Papanui Road, Shirley Road and Riccarton Road (listed in the plan as minor arterial roads) would also be considered by this policy to be "strategic traffic routes". Also, the word "traffic" is not defined, but presumably refers to vehicular traffic. Spokes does not support the priority of motor vehicles on strategic traffic routes at the expense of all other types of transport.

Policy 2 - page 7

Applying parking management criteria in areas of high parking demand on a case by case basis is likely to lead to pressure being placed on the Council by local businesses or residents to lessen restrictions on carparking.

Policy 5 - page 9

Spokes supports deterring private businesses from using on-street parking through the application of time restrictions. Land within the road corridor is a valuable public commodity and its use for private commercial purposes should be deterred.

Policy 6 - page 9

Spokes supports the Council not spending rates on providing new off-street parking in suburban areas, as it does not fit with other goals of the Council to increase the percentage of people travelling on foot, cycle or public transport and reduce the percentage of people travelling by car within the city.

Policy 8 - page 10

Electric vehicles have benefits for the environment due to their use of a renewable power source, in contrast to the use of fossil fuels by the majority of the vehicles on New Zealand roads today. However, the use of electric vehicles does nothing to alleviate congestion or problems related to car parking. The sale of electric vehicles is also increasing. Therefore, the use of electric vehicles will not "encourage greater use of alternatives to the single occupant car" and should be deleted from policy 8.

The use of bike corrals is encouraged in areas of "high demand". "High demand" however needs to be defined to be of guidance to people.

Park and ride or bike is given as an option. It is stated that "facilities should be secure and could also provide storage". It is not clear however from the policy whether the "facilities" referred to in this statement are the cycle parking facilities or the carparking facilities. Park and bike facilities would be highly useful at the entrance to the Lyttelton tunnel and at places near the hills (e.g. at the base of Dyers



Pass) where people cannot cycle or cannot easily cycle. However, it is not clear whether such places would be deemed to be “integrated to major cycleways”. Therefore, this policy needs to be broadened to include locations where there is demand for secure bike parking that may not be integrated to major cycleways.

#### Appendix 2

##### Issue 1 – Pressure for road space - paragraph 5

Decisions need to be made about what kerbside road space activity takes priority on all roads, not just “key transport corridors”, as mentioned.

##### Issue 6: Demand for on-street parking from residents of existing houses that have no off-street parking

The provision of on-street parking for residents should be kept to a minimum so that such land is used efficiently. The quantity of on-street spaces should also be set at a level that will discourage people living in such areas from owning vehicles and instead encourage people to use other more sustainable forms of transport such as walking, cycling and public transport.

##### Issue 11: Integrating ‘Park and Bike’ Facilities

Spokes encourages the provision of park and bike facilities. Facilities should include provisions to store bikes securely.

##### Advantages and disadvantages of suburban parking. – page 15

A significant disadvantage of suburban on-street parking for cyclists is the risk of a driver or passenger opening a door and a cyclist colliding with the car. This disadvantage needs to be included in this list.

#### Appendix 3: Maps

It is very difficult to identify roads using these maps. The district plan already includes a roading hierarchy and should be referred to and used to assist this document.

The freight map does not show Cashmere Road as an alternative freight route, however, Spokes understands that its use as a cycle route has been limited in the past for this reason.

Submission No: 26	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Darren Fidler
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/23/2018 9:27:00 PM
Would you like to attend the hearings for this consultation?	Yes
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	In residential areas close to retail or employment areas, residents parking all day seems like very poor use of space. Improve the productivity of the space with higher turnover.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	Progressive pricing rather than time limits. Better for someone to pay more for being 5 minutes over a P60 than getting a ticket. Use technology so that users pay for use and can top up easily rather than prepaying when duration may be unknown.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	Why should residents parking be prioritised? I chose to buy a car, and bought a house with a driveway to park it on. If you want to own a car, pay for somewhere to store it (in the same way you pay to store everything else you own!)
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from	No (If no, write what you suggest below)

storing vehicles on the road?	
Write suggestions below	Pricing, progressive, and effective policing
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	Council should not be in the business of storing vehicles unless they charge for it, market rate for land
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	There are thousands (if not 10s of thousands) of under utilised on street car parks within a few minutes of frequent bus routes and cycle ways. Advertise these, and if they fill up (ever), start pricing until it covers the cost.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Co-ordination of privately developed
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 39	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Greg Hughey
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/14/2018 10:04:09 PM
Would you like to attend the hearings for this consultation?	Yes
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	I think Priority 2 should be buses, Taxi's, special needs vehicles,
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	As above.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	More enforcement tickets given to people using the car parks that do not have the right permits.
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Higher density apartment blocks with on site parking only.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Probley to experience to take on alone but to work in conjunction with police and maybe local business to have cameras, eg: Edgeware village, there has been a huge amount of car break ins recently, even to reach out to insurance companies for encouragement, eg discounts.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	To a point, eg: cycle lanes introduced in Trafalgar st should have been on Springfield road, to now look at the parking is pointing too much pressure on residents.
Attachments	No

Submission No: 58	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Karl Varley
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/20/2018 7:52:42 PM
Would you like to attend the hearings for this consultation?	Yes
Name of Organisation	Avonhead Community Group Inc.
Policy 1: Do you agree with the order these have been prioritised?	
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	



Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	
Comments:	
Attachments	Yes

Avonhead Community Group Inc.



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SUBMISSION BY AVONHEAD COMMUNITY GROUP INC.  
Public Consultation of Draft Suburban Policy

20 November 2018

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On behalf of Avonhead Community Group Inc.  
Submitter : Karl Varley

**Submission by Avonhead Community Group on Draft Suburban Parking Policy**

1. This submission is filed by the Avonhead Community Group Inc. (the ACG) in response to the draft suburban parking policy discussion document 17 October 2018
2. The ACG is a residents' organisation registered under the Incorporated Societies Act 1908. It represents more than 8,000 households within the north west of Christchurch, including residents in Avonhead, Burnside, Bryndwr, Ilam, and Russley. The ACG has approximately 2,000 financial members, including the Christchurch International Airport Limited, Kids First Kindergarten and Hotel Commodore.
3. The ACG has considered the draft Parking Policy carefully and is supportive of the Christchurch City Council to provide a consistent framework that makes suburban areas a more pleasant and cohesive place to be, while balancing the needs of people travelling through suburban centres and those living, working and socialising in those areas.
4. We are encouraged that the council has identified that there has been challenges on the consistency of how the previous policy has been interpreted in the past and the negative impact that the results have been on residents.
5. Feedback from our members on the negative impact of the previous policies are included in Appendix A. While we have intended that each of these have been addressed in our submission we wish for the council to understand some of the specific concerns of residents and implement changes accordingly.

**SUBMISSIONS ON INDIVIDUAL POLICIES**

6. POLICY 1 : Prioritise suburban road space using a road priority matrix.
  - a. We would request a clear definition of what constitutes key transport corridors, which include definitions on;
    - i. Core bus routes
    - ii. Major cycle routes
    - iii. High pedestrian footfall
    - iv. Strategic freight routes
    - v. Strategic traffic routes
  - b. If there are proposed changes to any of the Road User Hierarchy from the Network Management Plan) As per Appendix 3, we would like the policy to state that any changes would be considered after a mandatory public consultation process.
  - c. The provision of electric vehicle spaces and charging stations needs to be implemented into the current matrix for prioritising road space.
7. POLICY 2 : Consistently apply the parking management criteria in areas of high parking demand, on a case by case basis.
  - a. any new proposed commercial activity near a residential area has to be mandatory on a notified consent basis. This is in accordance with the Resource Management act as traffic impact will be more that minor.

- b. Any new commercial consents will be issued with a stipulation for 1 park per 2.5 employees however if that business has a client facing function then consideration must be given for customer parking in addition to staff parking. I am unsure of council current guidelines on this if they exist. If they do not, then I would propose 1 customer park per 10sqm of office space.
  - c. Identifying that when Parking areas are utilised more than 85% of the time I would amend to include a definition of “during peak times” eg (8am to 6pm) or instances where 85% capacity is for prolonged periods of time (3 hours or more).
  - d. If the circumstances arise when regular parking exceeds 85% at peak times, then 75% of the affected residents can, without objection, apply for a mandatory time limit of 120 minute parking.
  - e. It is our view that inner city apartments need better management of onsite parking. This could be addressed with within the existing resource management act when applied correctly
  - f. As a minimum every dwelling must have the provision for at least 1 off street car park available.
- 8. POLICY 3 : Implement resident exemption parking areas in locations where occupancy levels for time restricted spaces regularly exceed 85% at peak times, as per Policy 2
  - a. Should the result be a capacity of 85% or more during these periods with a timed parking, then if 75% of the affected residents apply in writing, then a minimum of 50% of that available space is allocated to residents only parking.
- 9. POLICY 4 : Honour existing resident’s only parking space permits. New resident-only on-street parking permits will be allocated within resident exemption parking areas, as per Policy 3.
  - a. It is not mentioned but It would be pleasing if residents could use the Snap Send Solve application to enforce Parking limits. i.e. A resident could take a photo that is time logged and send to council and if that vehicle exceeds the limit then the resident can take another time logged photo and a ticket can be issued to the offender remotely.
- 10. POLICY 5: Deter private businesses from using on-street parking through the application of time restrictions.
  - a. Limits can only be as effective as the enforcement. We reiterate our submission that local residents could utilise the snap, send solve application to assist with the issue of infringement notices.
- 11. POLICY 6 : New off-street public parking will not be provided by Council, unless the measures in Policy 2 have been implemented and proven ineffective and the criteria in this policy are met.

- a. Where the council has issued consents for business areas in or near to residential areas we believe that they hold a duty of care to ensure that sufficient parking is provided. Where they have failed to do so we believe that the council has a responsibility to provide adequate off street parking. An example of where previous policy has been inadequate is in the vicinity of the Russley Business Park that affects the residents of Fenhall Street. The current policies have not provided adequate relief for affected residents and would ask that the council address this situation using this policy guideline.
- 12. POLICY 7 : Review parking restrictions and provisions to improve access for those with restricted mobility.
  - a. We believe that this policy is adequate
- 13. POLICY 8 : Support the provision of all types of parking, including motorcycle, electric, coaches and bicycles, in addition to vehicle parking, to encourage greater use of alternatives to the single occupant car.
  - a. We recognise that the use of motorcycles as a viable alternative to single occupant cars and would supportive of relaxing the the Traffic Parking 2017 bylaw to allow Motorcycles to park on berms to free up parking spaces.
- 14. POLICY 9 : Support and adopt advances in parking management technology to improve parking outcomes.
  - a. Given the rapid advances in technology in driverless and autonomous vehicle we believe that this policy is not sufficient and needs to be improved to reflect this. A policy needs to address in current terms how the council will manage the parking of these situations as of now.
  - b. As outlined in our submission on Policy 1, a provision needs to be made now to incorporated how electric vehicle space will be prioritised.
- 15. POLICY 10 : Review allocation of parking in circumstances where the street is less than 7 meters in width and there are recognised parking issues.
  - a. We would propose that these areas become residents only parking areas rather than removing parking completely.

## APPENDIX A

(A few selected excerpts from the submissions received from our community group members of the Avonhead Community Group Inc.)

1. In relation to enforcement

*"When I lived in a highly populated part of London (15 years ago), I could always find a carpark. How could this be? If you park where you shouldn't be, or park longer than you're entitled to, there is a 99% chance that your car will be towed away! You then have to pay a towing fee, and a very large fine (a lot more than it would have cost to have parked in a parking building). If you then don't pay the fine, you don't get your car back. The council also have the legal right to sell your car to recover any unpaid fines.*

*Sounds draconian, but it works! Anything less, and human nature takes over. Most people will break parking rules if the punishment is not severe enough. I went back to that part of London 2 years ago, and there was still plenty of parking for residents and local businesses. I'm guessing that only the bravest politician would promote the above in the current economic/politically correct environment?"*

2. In relationship to the changed traffic flows on Hawthornden Road due to the construction of a high density retirement village

*"My view regarding the changes afoot with the retirement village and also the business park is that Hawthornden Road should not be available for staff working at the Retirement Village or the Business Park. This will only be possible if we have parking time restrictions applied to our streets in and around this area. For example, Westgrove avenue. This may include other streets which also envelop these developments. This would require monitoring by traffic wardens which saddens me as we are fast losing the rural attractiveness and peacefulness of this area, but I believe it will likely be necessary."*

*"In regard to the Hawthornden road issues my views are, The Summerset side of Hawthornden road should be kerb and channelled by the council to restrict on road parking. Summerset should confirm that they are prepared to build a car parking building of perhaps a ground floor and one upper floor to cater for all incoming traffic."*

*"Retirement village and respite care facilities must not be allowed to have parking facilities around (at least 300 metres) from their entry and exit gates where their visitors or any other kind of users/suppliers could be parking on the roadside and visit the facilities"*

*"I also noticed when delivering the papers to your place the increased traffic going through Westgrove Ave when they were fixing the water problem on Hawthornden*



*Road. Yes there will be increased traffic when the new Summerset Retirement Village is built and I notice the for sale signs outside some houses."*

3. In relationship to the proposed Airport Business park

*"No parking on Memorial Ave from the hotel to Russley Rd. Adequate parking in the grounds from Memorial Ave. No thoroughfare thru Avonhead Road as it is a residential area."*

4. In relationship to the existing Russley Business Park

*"Well I have read most of the CCC parking plan draft. It's the Airport Business Park parking that is my issue. For years now I have been putting up with the cars parked in Fenhall Street, Pinehurst Crescent, Bentley Street, And even Woodbury Street. When I go out in the car I have to try and turn the car out of my driveway and head down my street to the Bentley Fenhall Streets corner and If I don't keep well to the left can be taken out by cars turning into Fenhall Street and they are usually speeding and cutting the corner. And traffic comes down Bentley Street from Russley Road. It is a nightmare at times. Once I could drive down Bentley street at a nice speed but now its cars pushing me to go faster and the same happens on Apsley Street going to Avonhead Mall. Often I pull over and let the impatient driver past. When coming home I drive us the middle of Woodbury Street and also it is impossible to drive down Pinehurst Crescent."*

*"No room for the residents to park as they change the cars about every hour or so and move round the block. Ask any resident on Pinehurst Cres and they will tell you the same. In fact one neighbour won't take her car out during the week as it is impossible to turn onto the street. As for an emergency an ambulance or fire engine would not be able to get down Fenhall Street or Pinehurst Crescent."*

*"The people from the business park drive fast and they want the closest park to the business park. Wet days are a nightmare and almost impossible to get my car out of my driveway. There is one lady who parks her wee white car over the road from my place every morning about 8am. She is still there at 5pm. Maybe she doesn't have on site parking but that is not my fault it is the people who granted the permission for the business park to be built the CCC. As for privacy it is nil and lots of people have left my street and even moved to another town like Wattie and family. He told me he was fed up with Chch and all its parking problems and that we live in a crazy city. I agree as I was not born in Chch and do not treat the city like my home town. I live in Chch because my family are here and I am unable to drive too far now I am getting older."*

*"Even my cat will not go out the front of my home during the day and will go outside and play with other cats at night time. She knows the traffic is fast. It is also dangerous for children walking to school and crossing the road as the intersection at Pinehurst Cres. and Penwood Street is so dangerous even I want to avoid it at times. The traffic on Cutts road is heavier and difficult for children crossing the road to school. There*

*should be a marked crossing outside Russley School entrance. I always slow down for the crossing especially when school is over for the day it must be a nightmare for teachers and parents who have to be there 5 days a week."*

*"I would move, but as I built my house 27 years ago when the street was quiet and I am not going to move as I have a mortgage free house but my rates are too high with all the coming and going I have to put up with in this street."*

*"I wouldn't like to tell you what I really think of the parking issues in Fenhall street as its unprintable and have had several chats with the parking wardens over the years. I think 10minute parking would scare the people at the business park but then they only change their parking places when the parking warden is around. We know they let each other know by computer and cell phone and that is the one thing I don't like about them walking up and down my street they talk loud on their cell phones and also drop their cigarette butts wherever they chose and rubbish as well. Oh we no longer have a road sweeper in our street and the area as they drive down the middle of the street and can't get to the gutters. I have to sweep my own gutter and that can be dangerous if I am standing on the road with my wheelie bin. I thought they were going to fix the problems in my street and area around here in September but it is well into November and I can still see the 60minute sign from my house and it is NOT working."*

#### 5. General Comments

*"Ensure that residential parking rights of or allocation to property owners are not infringed upon by nearby commercial activity"*

*"signage is to be erected along the road sides, indicating "parking reserved for residents with permit only; others may park for social visit not exceeding 1 hr, except weekend". That means CCC would have to issue each household with 2x permits yearly and social visitors would need to request for a permit from whom they visit for dashboard display! Those parents and school kids coming to eg Avonhead Park during weekend day for sports activity can park without worry even though the social visit is not specific to a household and may exceed 1hr each time."*

*"in case of non-social visit violations eg. Fenhall Street by those working nearby, then workers would need to come and get their car every hour and move it to another spot which is not too practical for them to do."*

*"Yes I am worried about roadside parking and one of my biggest concerns was a year or so ago when I'm sure I read a CCC article/plan stating that they were intending residences should only need one parking space on their property. In today's society most homes have two vehicles and if you have visitors they too need a parking area.so roadside parking is required. I do feel upset for those people who have yellow lines and cycle ways in front of their homes, and it appears it will grow worse in years to come so off street parking must be included in our future city plans and also roadside parking. Because I'm unable to verify the article above, I feel I cannot submit my thoughts."*

*"The erosion of personal space is at the heart of the individual in NZ. This also works through to parking areas."*

*"From the 60's and 70's New Zealanders were able to afford and live on sections that were 700m2 plus size. That allowed standalone double garaging with off street parking. With the advent of time the section has reduced in size and living conditions have changed. For the better might I add."*

*"Industry and commercialization have eroded the standard living conditions of all kiwis and more it is probably intended to take away the last bastion of their right. To park outside their own home. This question being asked to make is easier for developers to maximize profits at the cost of personal space that will impact on the safety of the individual. Therefore councils should seriously consider:*

- Personal space*
- Safety to pedestrians and others*
- Previous history i.e. Russley business park.*
- Motivation of developers*
- Taking the easy decision and not protecting the ratepayers.*
- Hope this helps and not too late"*

*"Adequate parking facilities are strongly recommended for public libraries, any hospital and health facilities and any kind of public facilities including restaurants, pubs and eating places."*

*"Local suburban malls, big or small must be given compliance after assessing the need of there in compound (inbuilt) parking facilities are cent per cent guaranteed."*

*"No compromise or scope of discussion should be kept in such proposals and roadside parking in and around such facilities must be strictly prohibited."*

*"Schools, kids first or any such facilities should not be encouraged any day-long parking on the roadside and for more than 30 minutes parking around their main entrance and exit must be prohibited. "*

*"The earthquakes changed our lives forever in Chch and for that reason I will not go into the city centre to shop. We have great shopping malls in the suburbs and free parking. Who would want to go into the square and I used to do voluntary work at the Cathedral but not anymore. Even meals on wheels has its parking issues as I drive around Riccarton to deliver meals to my clients."*

Submission No: 45	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Tony Simons
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/16/2018 3:25:44 PM
Would you like to attend the hearings for this consultation?	Yes
Name of Organisation	Riccarton Bush Kilmarnock Residents' Association
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	<p>The Riccarton Bush-Kilmarnock Residents' Association broadly supports the policies as outlined with the EXCEPTION of Policy 2.</p> <p>On Policy 2 we argue defining high parking demand in suburban environments as 85% occupancy is NOT consistent with the policy statement that parking management should be managed on a case by case basis.</p> <p>While it is attractive, in theory, to use an average percentage occupancy rule to determine the trigger point for imposing parking restrictions, in practice, it is unhelpful and probably unworkable. It is also not clear how it has been determined that imposing parking restrictions on 25% of a street is an appropriate response where there is high occupancy.</p> <p>These percentages seem to be someone's educated guess as to what might be reasonable. There is no evidence or explanation what research or methodology was employed to determine these percentages. There is also no plan explaining how occupancy will be monitored by the CCC. How can the CCC reliably monitor parking occupancy when it already struggles to adequately enforce current parking restrictions?</p> <p>Peak times are also not defined. The implication drawn from reading the policy is that peak times are times when occupancy is over 85%. Then it goes on to state, action on parking may be triggered when occupancy is over 85% AT PEAK TIMES. That makes no sense.</p> <p>Peak demand actually varies by location and by day and by season and depending on what events are on. In our area, the Riccarton House market on a Saturday morning is a peak time with 100% parking occupancy in the vicinity, whereas in most other communities it is probably a quiet time.</p>

	<p>Much more relevant is the actual adverse impact of parking demand in individual communities, particularly in those communities where the CCC (and the new District Plan) has forced business and/or housing intensification. These impacts cannot be measured simply in terms of average percentage occupancy across the week. Every residential community has its own needs (reflected in the 1st policy priority of safety and the 2nd priority regarding movement and amenity) and these are very much dependent on the nature and circumstances of a particular locality. Where a community determines parking restrictions are desirable they should be imposed according to residents' needs, not according to some arbitrary pre-determined formula.</p> <p>Another good example is Matai Street West where there is currently unrestricted parking. Because on-street parking closer to Westfield Mall is now (rightly) restricted, parking in this street is now in higher demand. With the street having been narrowed to give room for a cycle lane, this has created a SAFETY for traffic when both sides of the street are occupied. Restricted parking on both sides may not be any kind of solution. Instead, perhaps it would be better to ban parking altogether on one side to allow a wider thoroughfare?</p> <p>It's these kinds of examples which illustrate there can never be a "one size fits all" solution, so do away with the percentages.</p> <p>In this context, it is also important to note the 4th, 5th and 6th priorities in the Road Priority Matrix for residential areas, which has residents' parking prioritised over both short stay and commuter parking (which is ranked the lowest importance).</p> <p>In summary, therefore, Policy 2 (as it is drafted) is flawed. It seeks to apply guidelines with too little thought given to relevance or application in individual residential communities. We submit it is unreasonable and unworkable to apply percentage formulae to govern parking restrictions. The policy needs to be redrafted to give communities (through Community Board and Council representatives) a primary role in determining when and how restrictions are imposed. Likewise, any parking restrictions currently in place should not be lifted without community consultation taking place.</p>
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people	Yes



with restricted mobility?	
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	<p>Use electronic registration plate/GPS recorders (either portable or fixed), rather than a piece of chalk, to monitor vehicle locations and time spent parking. Better technology would also provide an opportunity for more enforcement options to be deployed.</p> <p>Currently, repeat parking offenders seemed to have worked out it is more cost-effective to risk a ticket than to park legally. That needs to change.</p> <p>Consider, for example, a two warning (or demerit) system with no monetary penalty for the first two parking tickets, but for a third (and each subsequent ticket) the fine is greatly increased. This would mean fewer individual fines (i.e. reduced collection costs) but make every fine large enough to be worth vigorously pursuing.</p>
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No



# **Submissions on the Draft Suburban Parking Policy**

## **Volume 3 Not Heard Submissions**

# CHRISTCHURCH CITY COUNCIL

## Draft Suburban Parking Policy

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Submission No: 1	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Olly Powell
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/18/2018 7:33:01 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	Yes, they are great. I just wish the council would stand by them at the time it actually matters, so no more back downs over NIMBY businesses, like happened on Victoria Street, and Ferry Road.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	I would agree with this if they came with a hefty fee attached for the privileged. But really giving away costly public space for exclusive private use seems unfair to me. It is encouraging car use at others expense.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes

Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Parking to encourage car-share schemes might be a legitimate way to reduce overall car ownership and parking demand. In my experience (in Vancouver), the very nature of car sharing means that people drive to the destination, the car doesn't sit about for long before getting taken elsewhere, so this really is quite efficient use of space compared with regular car use.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Sure, It would be nice if the entire transport system was costed on some kind of GPS time of use type arrangement, to manage traffic.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	Yes, but not universally. Parking on narrow streets has the side-benefit of reducing traffic speeds. It appears to work well in some other places, where drivers are more patient and more willing to slow down other road users (Canada for example).
Attachments	No

Submission No: 2	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Robert O'Connor
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/18/2018 12:01:54 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	Yes, I strongly agree that commuter parking in residential streets should receive the lowest priority
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	
Comments:	<p>In Hinau Street, 100% of the available carparks on the north side of the street (parking is prohibited during the day on the south side of the street during the University year) are occupied by Canterbury University students every week day from 8am to 5pm, with zero parking available for residents. As Hinau Street is narrow, this causes particular safety issues when exiting driveways and due to Hinau Street forming a 'greenway' part of the Uni-cycle route .</p> <p>In my view, imposing short term time limits for student parking (say 120 minutes) would be an insufficient response as (a) such limits will be ignored, and (b) if observed, will only lead to cars being moved around during the day and will not reduce the current parking congestion.</p> <p>In my view, a total ban on student/commuter parking should be applied to Hinau Street and surrounding streets, and a resident parking scheme introduced.</p>
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No



Comments:	In my view, imposing short term time limits for student parking (say 120 minutes) would be an insufficient response as (a) such limits will be ignored, and (b) if observed, will only lead to cars being moved around during the day and will not reduce the current parking congestion.  In my view, a total ban on student/commuter parking should be applied to Hinau Street and surrounding streets, and a resident parking scheme introduced.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	

Attachments	No
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Submission No: 3	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Murray Ireland
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/18/2018 12:49:24 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	Carolines Kombi Limited
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	No. This is just too much, we need a policy that is more simple and has a simple or low cost approach. This is using a sledge hammer to crack a walnut. I do not agree with the implemented parking and cycle ways on Rutland St and St Asaph St. This could have been achieved with paint and much less concrete. I hear you say but safety is a concern. Well then more cylce and driver education and less concrete.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	No. This is just too much, we need a policy that is more simple and has a simple or low cost approach. This is using a sledge hammer to crack a walnut. I do not agree with the implemented parking and cycle ways on Rutland St and St Asaph St. This could have been achieved with paint and much less concrete. I hear you say but safety is a concern. Well then more cylce and driver education and less concrete.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	No. This is just too much, we need a policy that is more simple and has a simple or low cost approach. This is using a sledge hammer to crack a walnut. I do not agree with the implemented parking and cycle ways on Rutland St and St Asaph St. This could have been achieved with paint

	and much less concrete. I hear you say but safety is a concern. Well then more cycle and driver education and less concrete.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	No (If no, write what you suggest below)
Write suggestions below	all citizens have businesses not just rate payers which create jobs. why create more compliance and cost for no real benefit.
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	No. This is just too much, we need a policy that is more simple and has a simple or low cost approach. This is using a sledge hammer to crack a walnut. I do not agree with the implemented parking and cycle ways on Rutland St and St Asaph St. This could ha
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	yes, why do we need to cater for the few and upset / hinder the many?
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	slower speeds in town and more street parking for free.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	yes the rego parking meters are great but the parking cost should be held as low as possible or be free to get more people into the city. revisit in 10 years.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	

Attachments	No
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Submission No: 4	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Deborah
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/18/2018 4:02:19 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	Given the huge increase in development of apartments and townhouse across Chch (especially surrounding the Hospital and new facilities like the Metro Sports Centre, Stadium etc, in cases where developers are not providing off street parking there should not be a priority of residents. Developers should be made to include offstreet parking so enable users around those key services (again especially the hospital and I am referring to the 50 units going in down Hagley Ave) and not expect there will be priority resident parking on the street. By providing priority parking for residents on the Street provides and increased value to these developers at the expense of ratepayers.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to	Yes



prevent private businesses from storing vehicles on the road?	
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 5	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Scott Wasley
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/18/2018 7:11:16 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	Living close to a mall it's a pain that the road is always full of staff cars park in our road. Contacted Northlands Mall about this and there reply is that they offer staff parking, however they charge for those parks so many staff do not use that car park. They also said anyone can park on the road if not time limits.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes

Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Need more motorbike parking. Ones that are there now are often full to overflowing.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 6	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Elizabeth Dubin
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/18/2018 9:46:54 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	Increase public awareness that disability parking doesn't just mean wheelchairs
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 7	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Patrick Kennedy
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/18/2018 10:13:28 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	It would make it easier to identify residents' vehicles and illegally parked commuters, etc.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	



Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	It's a difficult topic because council cannot know where all reduced-mobility persons live. Workplaces are already required to provide mobility parking in all places outside the city centre, and it's hard to imagine a reduced-mobility person not making use of their own garage/driveway if they have one.
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	Fully supportive of park & ride/park & bike facilities. The busier bus routes could be increased in frequency if this proves successful
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Surge pricing for on-street parks, so that there is always a park if someone really needs it. It may cost \$10 but if the person really needs it, they will pay
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	No
Comments:	Not necessarily. I have lived in Europe where the streets are often much narrower than here. People are courteous and pull over to allow others to pass, and in turn take their opportunities to do so. It is a lesson that could well be learned by Kiwis. Road rage and inexplicable anger towards other users (especially cyclists) is all too common in Christchurch.
Attachments	No

Submission No: 8	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Euan Gutteridge
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/18/2018 11:58:13 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Motorcycle parking
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	No
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 9	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Jeff Vesey
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/19/2018 9:17:35 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	Commercial areas - Commuter parking needs to be well catered for - its ranking at 8 tends to say the CCC does not want commuters in commercial areas . Residential areas - residents parking should have priority over bike corrals/shred parking. Keep these to nearby commercial areas.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	No paid parking in commercial areas outside central city. increasing paid parking defeats purpose to provide business with business.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	Paying for it is a no
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from	Yes

storing vehicles on the road?	
Write suggestions below	it is a nuisance to see businesses parking on the street particularly in residential areas.
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	Council should be looking at providing off street parking - as this will alleviate the demand on street parking which seems to shrink every day not only to cycle ways ,bus lanes and no stopping. We need people who wish to travel by car to easily access co
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	Only if demand is there -many times mobility parks are provided where there is not demand - conversely not enough where there is demand.
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	There is already enough and underused parking for bicycles and buses.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	But not to take parks from other users. parking apps are good
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	Only to ensure safety
Attachments	No

Submission No: 10	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	James Hunter
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/19/2018 9:26:28 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	



Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	
Comments:	I've not read the document, however I'd like to think CCC would ensure that all schools, mores so secondary schools should be made to provide ample off street parking for staff & students. St Andrews Collage students & stuff clutter up surrounding street
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	
Comments:	
Attachments	No

Submission No: 11	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Charlene Herring
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/20/2018 10:27:56 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	Although in residential areas I think resident parking should come before cycle/shared ride parking.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	Time restrictions are important in residential areas with parking issues, but residents should be excluded.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	Residents should have a right to a parking exemption if there is not adequate off street parking at their house.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes

Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	I believe that in many areas the problems of on street parking in residential areas has been caused by allowing businesses to not provide sufficient parking for the employees and customers of the business. In the Sumner beach area, parking can be an is
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 12	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Alex Fletcher
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/21/2018 8:41:52 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	Arguably it is up to the resident to assess their own parking requirements based on the type of dwelling they live in. If residential parking is provided it should come at an additional cost to those using them directly.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes

Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Council should consider taking an more active role in dealing with commercial parking lots which are often subject to different rules.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 13	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Jan McKeogh
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/21/2018 1:44:19 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	Riccarton Residents Assoc
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	



Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 14	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Sarah Ross
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/21/2018 11:45:35 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	

Item 5

Attachment B

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	Is there a timeline with the Park and Bike spots? The sooner we get people out of their cars and onto bikes or their feet, the better for everyone. Also, let's put in light rail/electric trams up and down Riccarton Road with a large carpark at the Airport end, and also a tram out to Sumner.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	No
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 15	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Linda Sorensen
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/22/2018 12:12:36 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	<p>As a cyclist, I believe on-street parking is one of the biggest hazards of our roadways. The cars provide plenty of opportunity for collisions - opening doors, pulling in and out of spaces, other drivers avoiding said cars during parking efforts. On-street parking also blocks visibility for drivers exiting driveways and side streets.</p> <p>An interesting solution I've seen in Australia is the use of centre-road parking, in non-parallel slots that can be entered from either side of the road. This decreases the danger to cyclists on the outer edge of the road, and maintains visibility for people exiting driveways and side-streets.</p> <p>Two-way bike lanes on one side of the road, street parking on the other?</p>
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	Add in a requirement for new retail to provide customer and employee parking.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	Whilst residents should have access to parking, it would be much better to require the residence to have adequate parking off-street.
Policy 5: Do you agree with using parking time	Yes

restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	Any chance of improvement on the abuse of "double parking" of delivery vehicles and parents in school zones?
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	Shift responsibility to the developers whenever possible to provide parking for customers and staff.
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	Restricted use spaces for mobility card holders
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Anything that gets vehicles off the streets. Some mentioned - park and cycle, park and ride (bus). How about park and rail if we ever get rail sorted? Regulations that force new retail developments to provide off-street customer parking?  An interesting solution I've seen in Australia is the use of centre-road parking, in non-parallel slots that can be entered from either side of the road. This decreases the danger to cyclists on the outer edge of the road, and maintains visibility for people exiting driveways and side-streets.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	How about apps for tracking where parking is available or full?
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 16	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Peter Murphy
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/23/2018 9:00:43 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	I understand why commuter parking is lower on the list, however in commercial areas it should not be the lowest. Most businesses in Sydenham have slim to no offsite parking available. There are no parking buildings or sites within Sydenham to provide an alternative (ideally free) to street parking. The current District Plan parking space requirements for commercial businesses is far too weak, there are so many businesses in Sydenham that operate a very small site but have a huge number of staff. Increasing short-term parking might allow visitors easier access but it provides no option to commuters that are too far out of town to bike/walk. Commuters need to be considered!!!
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	If you want to encourage people back into the city you need to stop deterring Commuters! Not everyone has the ability to park offsite at their business and not everyone as the option to bike/walk to work.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	If you want to encourage people back into the city you need to stop deterring Commuters! Not everyone has the ability to park offsite at their business and not everyone as the option to bike/walk to work.

Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	If you are not going to provide off-street parking then you need to increase the parking space requirements for business on their own sites. This also needs to apply to existing business not just existing otherwise you will just create streets where no on
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Commuters in existing commercial areas where insufficient parking is currently available (eg Sydenham), and there are no residential homes in the area.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No



Submission No: 17	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Steven Tolson
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/23/2018 11:29:04 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	Getting about in the city is a big thing. Why do we need bike lanes when a bike road on one side would be more efficient and less cost? Why do we need footpaths on both sides of some roads where one side can be pedestrian the other cycle lane at far lower cost
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	Why is there not park and ride facilities in the outer areas of CHCH? This would reduce the number of workers vehicles parking all day in the city if it was cost equivalent to parking.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	This is a bandaid to push a problem into other areas without addressing the cause and demand. Look at the city where places get a consent to build with zero off street parking!
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from	Yes

storing vehicles on the road?	
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	Look at where the mobility impaired people are going in the city and why. Council buildings, Courts, Movie theaters, Supermarkets, Vehicle Servicing and medical facilities (hearing, sight and health) and address those too.
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Park and ride technologies, paved car parks and swept openings to the gravel ones we have (all Wilson's car parks as an example)
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 18	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Thomas Young
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/24/2018 6:40:12 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Demand-based pricing
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 19	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Dave Diggs
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/24/2018 1:30:18 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	Centrepoint
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	Safety 1st Comuters 2nd resident parking 3rd. Then work the rest of the plan around that.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	Insufficient roadside parking now. Driverless cars are only a dream at the moment and we should not spend time or money on providing for that at this stage. Not many people want to bike or bus, Let the voters decide how they want to travel
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	No residents should be able to park on the roadside outside their house.
Policy 5: Do you agree with using parking time	No (If no, write what you suggest below)

restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	This is not a real problem, if it is maybe 72 hour limits
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	Suburban people like in the suburbs amongst other reasons to have roadside parking
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	No
Comments:	Don't spend unnecessary money this far out from the technologies coming. we are not crowded europe
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	No
Comments:	People work it out for themselves, leave it alone
Attachments	No



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Name\* CLEMENS  
Address\* .....  
Postcode\* .....  
Phone\* .....  
Email .....  
Name of your organisation (if representing a group) .....

**Public hearings will be held:**

☐ I wish to be heard at the hearing

\* Required field

**Please note:** We require your contact details as part of your submission — it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board/Committee/Council) to help them make their decision.

Submissions, **with names only**, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

If you wish to attach extra paper, please ensure the folded posted item is no thicker than 6mm. Alternatively, you can send your submission in an envelope of any size and address it using "Freepost Authority No. 178"

FREPOST Authority No.178

Free 



Attn: Lori Rankin  
Engagement Team  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73016  
Christchurch 8154

Christchurch  
City Council 

Item 5

Attachment B



# HAVE YOUR SAY

We would love to hear what you think of the draft suburban parking policy. Use this submission form to let us know if you agree with the content of the policy.

Submissions can be made online, by hand, or via post from 17 October 2018.

[ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)

## Policy 1 (refer to page 6)

Do you agree with the order these have been prioritised?

☒ Yes ☐ No

Comments:

## Policy 2 (refer to page 7)

Do you agree with how parking management criteria are applied in areas of high parking demand?

☒ Yes ☐ No

Comments:

## Policy 3 (refer to page 8)

Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?

☒ Yes ☐ No

Comments:

MANAGING VISITOR PERMITS IS A CHALLENGE ⇒ SCRAP THAT SCHEME

## Policy 4 (refer to page 8)

*No feedback required (we will honour existing resident's only parking space permits).*

## Policy 5 (refer to page 9)

Do you agree with using parking time restrictions to deter private businesses from storing vehicles on the road?

☒ Yes ☒ No

If no, what do you suggest?

## Policy 6 (refer to page 9)

Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?

☒ Yes ☐ No

Comments:

## Policy 7 (refer to page 10)

Is there anything else we can consider to make parking easier for people with restricted mobility?

☐ Yes ☐ No

Comments:

## Policy 8 (refer to page 10)

Are there any other types of parking Council should be supporting?

☒ Yes ☐ No

Comments:

## Policy 9 (refer to page 11)

Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?

☐ Yes ☒ No

Comments:

THIS WILL EXCLUDE PEOPLE NOT COMFORTABLE WITH INFORMATION TECHNOLOGY

## Policy 10 (refer to page 11)

Do you agree with parking management in narrow streets to address safety and access issues?

☒ Yes ☐ No

Comments:



21

Name\* DC

Address\* .....

.....

.....

Postcode\* .....

Phone .....

Email .....

Name of your organisation (if applicable) .....

.....

\* Required field

**Please note:** We require your contact details as part of your submission — it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board/Committee/Council) to help them make their decision.

Submissions, with names only, go online when the decision meeting agenda is available on our website.

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If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

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If you wish to attach extra paper, please ensure the folded posted item is no thicker than 6mm. Alternatively, you can send your submission in an envelope of any size and address it using "Freepost Authority No. 178"

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Attn: Lori Rankin  
Engagement Team  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73016  
Christchurch 8154

Christchurch  
City Council





# HAVE YOUR SAY

We would love to hear what you think of the draft suburban parking policy. Use this submission form to let us know if you agree with the content of the policy.

Submissions can be made online, by hand, or via post from 17 October 2018.

[ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)

## Policy 1 (refer to page 6)

Do you agree with the order these have been prioritised?

☒ Yes ☐ No

Comments:

## Policy 2 (refer to page 7)

Do you agree with how parking management criteria are applied in areas of high parking demand?

☒ Yes ☐ No

Comments:

## Policy 3 (refer to page 8)

Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?

☒ Yes ☐ No

Comments:

non parking  
allow more space on each side  
of road near intersections -  
for greater visibility  
when turning left or right  
into another  
street.

## Policy 4 (refer to page 8)

No feedback required (we will honour existing resident's only parking space permits).

## Policy 5 (refer to page 9)

Do you agree with using parking time restrictions to deter private businesses from storing vehicles on the road?

☒ Yes ☐ No

If no, what do you suggest?

## Policy 6 (refer to page 9)

Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?

☒ Yes ☐ No

Comments:

## Policy 7 (refer to page 10)

Is there anything else we can consider to make parking easier for people with restricted mobility?

☒ Yes ☐ No

Comments:

## Policy 8 (refer to page 10)

Are there any other types of parking Council should be supporting?

☒ Yes ☐ No

Comments:

## Policy 9 (refer to page 11)

Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?

☒ Yes ☐ No

Comments:

## Policy 10 (refer to page 11)

Do you agree with parking management in narrow streets to address safety and access issues?

☒ Yes ☐ No

Comments:

Submission No: 23	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Martin Fraser
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/27/2018 1:55:34 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	As a general comment as an experienced confident cyclist I think my biggest risk comes from parked cars opening doors causing me to swerve into moving traffic or hitting the door, I can work with the moving cars by correct positioning and anticipating their actions but as I pass parked cars I don't know if anyone is in them or not and if someone is in them nothing indicates what they may do next. If this is hard for me I hate to think how I must feel for someone learning or not so confident so certainly anything that removes parked cars from busy roads where cyclists have to constantly juggle being too far left or right will improve cyclists ability to move about which in turn will increase cycling which will lead to less need for car parking anyway.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to	Yes

Item 5

Attachment B

prevent private businesses from storing vehicles on the road?	
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	on road cycle parking
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No



Submission No: 24	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Jackson Stuart
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/27/2018 3:41:02 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	Christchurch Citizens Collective
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	<p>Instead of trying to restrict on street parking or take away spaces or access, the Council needs to allow for more parking capacity given the city's growth. If you make parking harder, you actually exacerbate further issues by having fewer parks for the same, or more, people. We reject the Council's continued measures to make life harder for motorists and the Council's attempts to change people's preferences. Cars are most people's chosen form of transport and you need to cater to that instead of placing barriers and restrictions to car use.</p> <p>We have seen with other measures, eg 30kph speed limit that people will not give up their cars in the numbers you expect and instead, you get more congestion and a general worsening of issues.</p> <p>Reducing or restricting parking will make things worse not better.</p>
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	How will you know who is a resident and who is not, or who is merely visiting a resident?
Policy 5: Do you agree with using	No (If no, write what you suggest below)

parking time restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	Those private businesses also pay rates, so they are not freeloading and in fact, they have as much right to park vehicles on the road as anyone else. Why is the Council so concerned with businesses using on street parking for parking of cars?
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	No
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	No
Comments:	If narrow streets are an issue, you may want to consider widening the street a little.
Attachments	No



25

Name\* Nancy McGovern  
Address\* .....  
.....  
Postcode\* .....  
Phone\* .....  
Email .....  
Name of your organisation (if representing a group) .....

**Public hearings will be held:**

☐ I wish to be heard at the hearing

\* Required field

**Please note:** We require your contact details as part of your submission — it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board/Committee/Council) to help them make their decision.

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If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

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24 OCT 18 NZP3

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Attn: Lori Rankin  
Engagement Team  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73016  
Christchurch 8154

Christchurch  
City Council 



# HAVE YOUR SAY

We would love to hear what you think of the draft suburban parking policy. Use this submission form to let us know if you agree with the content of the policy.

Submissions can be made online, by hand, or via post from 17 October 2018.

[ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)

## Policy 1 (refer to page 6)

Do you agree with the order these have been prioritised?

☒ Yes ☐ No

Comments:

## Policy 2 (refer to page 7)

Do you agree with how parking management criteria are applied in areas of high parking demand?

☒ Yes ☐ No

Comments:

## Policy 3 (refer to page 8)

Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?

☐ Yes ☒ No

Comments:

Disability only.

## Policy 4 (refer to page 8)

No feedback required (we will honour existing resident's only parking space permits).

## Policy 5 (refer to page 9)

Do you agree with using parking time restrictions to deter private businesses from storing vehicles on the road?

☒ Yes ☐ No

If no, what do you suggest?

## Policy 6 (refer to page 9)

Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?

☒ Yes ☐ No

Comments:

## Policy 7 (refer to page 10)

Is there anything else we can consider to make parking easier for people with restricted mobility?

☒ Yes ☐ No

Comments:

## Policy 8 (refer to page 10)

Are there any other types of parking Council should be supporting?

☒ Yes ☐ No

Comments:

## Policy 9 (refer to page 11)

Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?

☒ Yes ☐ No

Comments:

## Policy 10 (refer to page 11)

Do you agree with parking management in narrow streets to address safety and access issues?

☒ Yes ☐ No

Comments:

Item 5

Attachment B

Submission No: 27	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Tony Dale
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/29/2018 10:55:18 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	Half our street is P120 parking and this works well in our location, Westfield Riccarton Mall. Residents of our street were consulted about the imposition of parking restrictions, and I think this is important.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	I probably wouldn't use a residents-only parking area because there's plenty of parking available on our property.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes

Write suggestions below	Enforcement of parking restrictions around Riccarton is sketchy. Closer to Westfield Mall, employees of local businesses park in time-limited parking and accept the risk of the occasional fine because it's cheaper than paying for all-day parking. Parking restrictions would work better with more parking officers to enforce them - surely the fines collected would pay their salaries.
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Are you going to continue the parking model used for Lime Scooters, ie: allow them to park anywhere? It would be possible to encourage Lime users to park their scooter on the street by charging an extra fee for scooters left on the pavement, for example.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	It is certain that parking requirements in Christchurch will change dramatically over the next couple of decades with the introduction of technologies such as driverless cars, and the Council should consider the impact of these new technologies.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 28	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Kingsley Sampson
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	10/30/2018 8:44:18 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	



Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

## Waimāero/Fendalton-Waimairi-Harewood Community Board

### Feedback to the Council - Draft Suburban Parking Policy

#### Introduction

The Waimāero/Fendalton-Waimairi-Harewood Community Board (the Board) is thankful for the opportunity to provide feedback to the Council for on its Draft Suburban Parking Policy.

The Board appreciates and acknowledges the work done in developing the draft Parking Policy.

The Board does not wish to be heard on this submission.

#### Comments

Using the questions format provided in the summary document, the Board makes the following comments:

**Policy 1: Do you agree with the order these have been prioritised? Yes**

The Board is extremely pleased to see the development of this draft Policy as parking has been a significant issue for our area over a number of years.

Following the September 2010 and February 2011 earthquakes there was a large migration of businesses from the central city moving into the Fendalton-Waimairi-Harewood areas. This has created major issues in regards to parking, particularly around the Russley/Airport Business Park area.

**Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand? Yes**

The Board supports the proposed parking management criteria.

**Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking? Yes**

The Board strongly supports the implementation of resident exemption parking areas.

The Board has been requesting this for a number of years and has had numerous residents approaching the Board for support around this issue.

**Policy 4: (No feedback required as we will honour existing resident's only parking space permits)**

**Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road? Yes - as long as this does not impact on residents with company vehicles.**

**Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas? Yes**

**Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility? Yes**

The Board notes that in some other cities, both in New Zealand and around the world, the mobility parking spots are painted in a different colour (the whole park – not just the outer lines). Has the Council



considered this for Christchurch? We see a benefit to having the mobility parks clearly distinct from other parks to avoid people saying they did not realise it was a mobility park.

**Policy 8: Are there any other types of parking Council should be supporting?** *Yes*

The Board did not see any mention of Loading Zones in the draft Policy. The Board fully supports the existence of these zones in areas where appropriate.

**Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?** *Yes*

Electric charging technology is currently the most relevant, however these charging stations are more likely to be within designated commercial car parking areas rather than impacting on residential on-street parking.

**Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?** *Yes*

The Board supports this proposal as narrow streets are of particular concern in our areas, particularly so in Merivale.

Submission No: 30	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Shaun Bosher
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/1/2018 7:59:34 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	Safety should be number one, so in that light can you please make a standard marked no parking distance back from priority intersections and busy commercial accessways? All too common around the city cars are parked near the priority intersection and it's very hard to see if there are no cars coming from your right. This is particularly the case of it is a big ute, SUV or can parked nearest. This increases the risk of someone being hit on the driver's side of the car (the side where someone obviously always has to be for the car to move).
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from	Yes

storing vehicles on the road?	
Write suggestions below	All too common for the likes of garages and panel beaters
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	Any traffic calming is good
Attachments	No

Submission No: 31	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Charles Suckling
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/6/2018 8:57:56 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	I disagree with bikes, buses etc. being prioritized so far ahead of private motor vehicles in all of your policy. I appreciate the council thinking of the future and the way that public transport will develop but cars will be the main form of transport for at very least a decade yet and this cannot be ignored. Public transport, walking and cycling may be more favorable to the environment etc. but it takes time for public opinion to change and we cannot have the local economy being damaged by creating overly large and obstructive spaces for bikes at the sacrifice of space for cars. If on-road car parking must be sacrificed to create space for cycle-ways etc. then alternative, convenient, economical and sufficient off-street parking must be provided or the local economy and the re-populating of the CDB will stall. It is critical that developers are attracted to the CDB and inconveniencing these developers customers/tenants/workers will quickly kurb any enthusiasm for moving to the CDB. The council must show that it cares for the general population not just a small segment of it.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	

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Attachment B

Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	No
Comments:	Not unless residents/users complain.
Attachments	No

Submission No: 32	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Peter Haughey
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/8/2018 9:38:16 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	
Comments:	<p>1---NEW BRIGHTON</p> <p>a-The Council owned off-street car parks along the south side of Beresford Street should be retained for the projected increase in car parking from the Council's New Brighton Development Project.</p> <p>This parking area permits the south side of Beresford Street between Oram Avenue and Union Street to be for bus stops only with more north facing bus stop shelters installed when necessary and avoiding the necessity of the once suggested bus terminal.</p> <p>The proposed foreshore salt water pools will increase the necessity for the Council Beresford Street car parks which can also be used for library car parking during busy periods.</p> <p>b--The existing north and south pier car parks should be retained and extended as necessary.</p> <p>Sand hill build-up along the front of the car parks should be controlled to preserve the ocean views for the cars facing the sea. The south car park has already lost some of the ocean view due to sand build-up which is a loss for handicapped visitors who would not otherwise be able to enjoy the beach views.</p> <p>c--The Draft Parking Policy should also include resolution of the poorly maintained and often dangerously potholed privately owned Council sanctioned Hawke Street car parks.</p>
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	
Comments:	<p>2---LYTTELTON</p> <p>Street parking should be retained along the south side of Norwich Quay for day visitors using the ferries to Diamond Harbour, Quail Island and the ferry harbour cruises.</p>

Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	
Comments:	3 ---DIAMOND HARBOUR The existing limited car parks in the Stoddart Point Reserve should be increased for visitors to Diamond Harbour. At present most of the existing car parks are occupied during working days by locals commuting on the ferrys.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	



Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	
Comments:	
Attachments	No

33

Name\* Mr William Stewart Bacon

Address\* .....

Postcode\* .....

Phone\* .....

Email .....

Name of your organisation (if representing a group) Spoke  
Person representing the St George's / Bna  
Congregation

Public hearings will be held:  
☐ I wish to be heard at the hearing

\* Required field

**Please note:** We require your contact details as part of your submission — it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board/Committee/Council) to help them make their decision.

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Attn: Lori Rankin  
Engagement Team  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73016  
Christchurch 8154

Christchurch  
City Council 

Item 5

Attachment B



# HAVE YOUR SAY

We would love to hear what you think of the draft suburban parking policy. Use this submission form to let us know if you agree with the content of the policy.

Submissions can be made online, by hand, or via post from 17 October 2018.

[ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)

## Policy 1 (refer to page 6)

Do you agree with the order these have been prioritised?

☒ Yes ☐ No

Comments:

Good idea

## Policy 2 (refer to page 7)

Do you agree with how parking management criteria are applied in areas of high parking demand?

☒ Yes ☐ No

Comments:

useful thinking

## Policy 3 (refer to page 8)

Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?

☒ Yes ☐ No

Comments:

this could be useful

## Policy 4 (refer to page 8)

*No feedback required (we will honour existing resident's only parking space permits).*

## Policy 5 (refer to page 9)

Do you agree with using parking time restrictions to deter private businesses from storing vehicles on the road?

☒ Yes ☐ No

If no, what do you suggest?

## Policy 6 (refer to page 9)

Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?

☒ Yes ☐ No

Comments:

## Policy 7 (refer to page 10)

Is there anything else we can consider to make parking easier for people with restricted mobility?

☒ Yes ☐ No

Comments:

## Policy 8 (refer to page 10)

Are there any other types of parking Council should be supporting?

☒ Yes ☐ No

Comments:

## Policy 9 (refer to page 11)

Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?

☒ Yes ☐ No

Comments:

## Policy 10 (refer to page 11)

Do you agree with parking management in narrow streets to address safety and access issues?

☒ Yes ☐ No

Comments:

Submission No: 34	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Arthur McGregor
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/9/2018 12:36:09 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	<p>I agree with the priorities except for one change.</p> <p>I would like to see loading zones prioritised ahead of taxi ranks in commercial areas. One issue I have with the central city parking is that courier drivers and delivery trucks often park on the pavement or in/over cycle lanes in order to get closer to the business they are delivering to. Delivery trucks in particular often stay there for 10+ minutes as they make their delivery. In contrast, I think taxis will become increasingly on-demand in the future meaning that they do not need a dedicated parking space so close to businesses. They can instead use other available short-term parking or stop only briefly to collect their passengers.</p>
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to	Yes

prevent private businesses from storing vehicles on the road?	
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	I am pleased to see that the council does not plan on spending money on off-street car parks. I think the criteria outlined in the policy are appropriate.
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Electric vehicle charging will be important as we switch to an electric fleet. In particular, some way to allow residents who do not have off-street car parking to charge their vehicles overnight. I do not think we should rely on, or invest heavily in, other technologies (such as ride-sharing or driverless/autonomous vehicles) because these technologies do not reduce the number of vehicles on the road. In contrast, we should be investing in public transport and active transport.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No



Submission No: 35	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	David Atkinson
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/12/2018 1:07:09 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	In areas shared by Commercial & Residential, e.g. Clarence Street South, I would prefer to keep the status quo with on street parking available for workers/employees during working hours.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	For the most part I would like to see no time restrictions for the commercial/other areas with perhaps if essential a % of parking spaces for restricted time restrictions
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	Not in areas shared with commercial & residential
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes

Write suggestions below	Yes, to storing vehicles on the road, but not to office workers parking their vehicles for non restricted time periods
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	Yes, but with no paid parking
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	But for people using disability type scooters. Ensure adequate pavement space for scooters and ensuring subject to financial penalties for people blocking pavement with vehicles
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Subject to no finance charges for parking meters when using electronic payments
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	Yes, but on a case by case basis
Attachments	No



Submission No: 37	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Bronwyn Larsen
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/14/2018 9:10:52 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	Canterbury District Health Board
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	<p>Details of submitter</p> <ol style="list-style-type: none"> <li>Canterbury District Health Board (CDHB).</li> <li>The Ministry of Health requires the submitter to reduce potential health risks by such means as submissions to ensure the public health significance of potential adverse effects are adequately considered during policy development.</li> </ol> <p>Details of submission</p> <ol style="list-style-type: none"> <li>We welcome the opportunity to comment on the Draft Suburban Parking Policy. The future health of our populations is not just reliant on hospitals, but on a responsive environment where all sectors work collaboratively.</li> </ol> <p>General Comments</p> <ol style="list-style-type: none"> <li>The CDHB is pleased to see the council developing policy which prioritises active transport options such as walking, bussing and cycling, all of which can contribute towards achieving better health for our residents. Insufficient physical activity is a risk factor for chronic health conditions and it is the fourth leading risk factor for death worldwide . Travel mode choice, particularly when commuting, significantly contributes to daily activity levels and availability of parking is often a factor which influences travel mode choice.</li> </ol> <p>Policy 1</p> <ol style="list-style-type: none"> <li>The CDHB supports decisions related to "movement and amenity" as per the 2nd priority being based upon the Road Use Hierarchy, and in addition to this, the Christchurch Transport Strategic Plan and any relevant sections of the transport chapter of the Christchurch Central Recovery Plan: An Accessible City.</li> <li>The CDHB strongly supports prioritisation of bus movement on core public transport routes in order to assist with improving reliability and travel times as per objectives of the Regional Public Transport Plan. Operational hours for bus lanes should be clearly sign-posted and non-parking consistently enforced to encourage compliance.</li> <li>The CDHB recommends minor amendments to the road priority matrix (table 1) as detailed below.</li> <li>Mobility parking should be included under the 3rd Priority for commercial, residential and other areas (together with bus stops/ cycle parks/ bike corrals and shared parking for bike share). Catching public transport, walking or cycling to destinations may not be possible for those with</li> </ol>

	<p>mobility and other disabilities. Mobility parking should therefore be prioritised appropriately to recognise this need, particularly as Christchurch older population grows and demand for mobility parking increases.</p> <p>9. The CDHB recommends that taxi ranks be considered in proximity to health service facilities located in suburban areas. This could be recognised within Table 1 in the other column.</p> <p>10. The CDHB recommends that parking for car sharing is grouped with taxi ranks in the 4th priority for commercial areas. Car sharing is a preferable way to travel over single-occupancy car use as it has less of an adverse impact on the environment, however mobility car parking should be prioritised over this mode due to equity considerations related to accessibility and transport mobility for those with disabilities.</p>
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	<p>Policy 2</p> <p>11. The CDHB recommends that any time restrictions for mobility parking spaces are a minimum of P120 in recognition that those with mobility difficulties may need additional time to travel to and from their end destination and parked vehicle.</p> <p>12. It is recommended that schools in residential areas include a limited number of a drop-off (P5 or 10 parking) areas in carefully chosen locations coupled with a residents only permit parking. This may encourage parents to park further away and walk their child to school, or promote use of an active mode for the whole journey which would contribute positively towards improved child health outcomes.</p>
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	<p>Policy 3</p> <p>13. The CDHB supports the introduction of resident exemption parking as per the Traffic &amp; Parking Bylaw 2017. Measures to discourage commuter parking may assist in uptake of active commuting modes which have multiple health benefits.</p> <p>14. It is recommended that a process be established for residents who may be on low incomes, not have sufficient off-street parking and are unable to afford parking permits outside their homes. This would ensure equitable access to on-street parks in these areas, and mitigate worsening inequities should this group of residents incur parking fines due to their inability to access a permit.</p>
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	
Policy 6: Do you agree with the	

criteria for assessing whether to provide off-street parking in suburban areas?	
Comments:	No comment.
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	<p>Policy 7</p> <p>15. The CDHB supports policy 7 which aims to improve access for those with restricted mobility. However, it is difficult to ascertain demand as per 7.2 as those with mobility needs may avoid certain areas, not because they do not want to go there, but because there is inadequate mobility parking. The CDHB recommends that on-street mobility car parks are provided as standard in areas where policy 2 applies. This would improve transport mobility opportunities for those who are unable to travel by other means.</p> <p>16. The CDHB supports consistency in design of mobility parks, meeting standards outlined in the document Accessible Car Parking Spaces . However, the CDHB also recommends that council consult with expert advisors in the disability sector to ensure, in each situation, design and location are optimised. The Council needs to recognise that the needs of Mobility Permit holders vary. At times, it may be better to have a regular sized on-street Mobility Car Park that enables easy access to a destination, rather than no designated park at all.</p>
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	<p>17. The CDHB supports provision of all types of parking however cautions prioritising electric vehicle and car sharing parking over active modes such as cycle parking or bus shelters. Although reducing single-occupancy car use and encouraging electric vehicles can contribute significantly towards improving environmental outcomes and related population health; increasing physical activity should be the paramount goal for policy such as this which influences transport choices.</p>
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	<p>Policy 9</p> <p>18. The CDHB supports inclusion of adopting parking management technology as it becomes available, particularly technology such as mobility park monitors (parknode) and electric vehicle charging points.</p>
Policy 10: Do you agree with parking management in narrow streets to address safety	Yes

and access issues?	
Comments:	<p>Policy 10</p> <p>19. The CDHB supports review of allocation of parking in streets less than 7metres wide. Access for emergency vehicles and provision of footpaths on both sides of the road should be prioritised over on-street parking at all times. This is particularly relevant for planning of new subdivisions.</p> <p>Other matters</p> <p>20. The CDHB recommends that the Council add a specific policy/clause which ensures on-street parking is not retained along separated cycle ways. Street design which has retained on-street parks alongside separated cycle ways is confusing and hazardous for all road users.</p> <p>Conclusion</p> <p>21. The CDHB does not wish to be heard in support of this submission.</p> <p>22. Thank you for the opportunity to submit on the draft Suburban Parking Policy.</p> <p style="text-align: right;">Date: 13/11/2018</p>
Attachments	No

Submission No: 38	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Brett Martin
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/14/2018 9:53:00 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	Residents parking should have THE HIGHEST priority after safety in all zones. Residents by definition live here, they often own and drive cars. This policy appears to be an attempt to justify REMOVING EVEN MORE resident car parking in favour of just about any other use.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	Ways to provide MORE parking in high demand area should be your policy. Ban WILSON'S parking lots and provide free / low cost parking that people can afford to use. Don't take on-street parking spaces to create dangerous cycleways. Don't narrow streets to create fancy streetscapes that are making driving in Christchurch frustratingly difficult.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	Ban WILSON'S parking lots and extortionist practices. Provide MORE free / low cost parking. Stop building on-street cycleways that deny Residents and everyone else access to parking spaces.
Policy 5: Do you agree with using parking time restrictions to	No (If no, write what you suggest below)

prevent private businesses from storing vehicles on the road?	
Write suggestions below	I doubt this idea has any validity, businesses simply will move cars around. Sounds more like a justification for EVEN MORE enforcement / revenue gathering. Stop the problem at the source by requiring businesses to have adequate car parking spaces for their activities (maybe they could use the land WILSON'S have corralled)
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	Be honest... This policy effectively says you don't have any intention of providing new off-street parking. Another cop-out.
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	Make parking easier FOR EVERYONE including people with restricted mobility. Eg. ban WILSON'S parking and ALL private parking enforcement activities.
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Ban WILSON'S parking everywhere and provide free / very low cost parking that people can afford. Encourage businesses to provide adequate parking in all developments.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	No
Comments:	Parking technologies are high-tech companies' way of dressing up a service in order to make money and surveill people's activities. Whatever is wrong with free parking... It is cheapest for everyone, including the council. Never used to be a problem.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	ONLY with the PROVISIO that the street has always been narrow... If for example the street has been MADE narrow by a cycle lane, then the offending lane / obstacles should be removed to restore vehicle access and parking.
Attachments	No



Submission No: 40	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Catherine Warren
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/15/2018 12:21:54 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 41	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Kaylene Wakefield
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/15/2018 8:29:57 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	App or online payments for parking.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 42	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Amanda Cropp
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/16/2018 8:29:14 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	It is vital that there are parking permits for residents and their visitors. Our section of and surrounding streets are filled with cars owned by commuters dodging parking charges and too lazy to bus.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes

Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	We need more cycle parking. There are no bike racks along Oxford Tce by the hospital for example and people lock their bikes to seating.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No



Submission No: 43	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Kylie Flanagan
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/17/2018 11:13:50 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	You caused most parking issues with taking residential parking now spills over to side streets
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	No one should have to pay to park outside a house that's what rates should cover why now cause issues from cyclists paths taking parking away so they got to park elsewhere
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes

Write suggestions below	I agree outside a business I know we have ladies that drop kids at preschool on Strickland street and bike to from there either around or on Strickland daily until pick up
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Parents with kids
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	No
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	No
Comments:	We have had this done on my street people still park over the yellow lines occassionally
Attachments	No

Submission No: 44	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Lillias Brown
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/18/2018 8:19:20 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	<p>1. It would encourage cyclists to cycle to malls and city centre if there were more secure cycle parks to deter theft.</p> <p>2. Provision of parking permit for residents to provide to visitors in areas of restricted residential parking. Especially where there will be on street pay parking it seems that this may impact the social wellbeing of residents.</p>
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	
Comments:	
Attachments	No

Submission No: 46	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Pam Turksma
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/18/2018 3:48:49 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	No (If no, write what you suggest below)
Write suggestions below	It won't make any difference

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	People will still park there regardless of their mobility. There are always idiots who just don't care and will do what they want
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	You've taken away parka from the central city. People can't afford the car parking buildings and public transportation is getting to expensive. What happens to the businesses that rely on passing traffic? Have you considered that?
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	No
Comments:	
Attachments	No



Submission No: 47	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Glenda Duffell
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/18/2018 6:00:19 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	Consider areas set aside for caregivers, particularly in suburban streets such as Rutland St. and Madras St. Not all homes, especially townhouses have sufficient off street parking for visitors such as district nurse, nurse Maude or access home help. If these people have to park in adjacent streets and walk to their client it impacts on the time they can spend there. In this day and age where emphasis is on keeping people in their own homes then support networks need easy access and parking. A lot of their visitors are also elderly with limited ability to walk from adjacent streets. Please don't isolate our elderly or sick from the community
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Parking outside existing suburban businesses is essential for the community. Such a shame to see once thriving businesses closing to allow for cycle or bus lanes to pass. Some of us enjoy supporting the smaller corner coffee shop, it encourages socialising within communities, but please don't assume everyone has the ability to walk or cycle and even buses can be hard to board or disembark from over the bigger gutters on suburban streets.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	No
Comments:	Don't make the streets any narrower by putting in cycle lanes. Use the grass berms if necessary for parking bays.
Attachments	No

Submission No: 48	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Karl Kendrick
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/19/2018 10:10:51 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	Resident parking should be a priority in residential areas
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	No (If no, write what you suggest below)
Write suggestions below	No time restrictions. If residents need to park near the house then they should be able to.

Item 5

Attachment B

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	As long as residents don't have to pay.
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	No
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	No
Comments:	Perhaps the council should look at restricting developers. Thankfully I own a property with adequate off street parking, but that is not the case for many. With developers trying to cram as many shoebox housing complexes on properties they often forego off street parking so they can cram a few more in. I've been unfortunate enough when I was a student to be living in this situation with 8 flats and no off street parking. It was a nightmare. And now you want to take away residents rights to park on the street? Absolutely not.
Attachments	No

49

**Name\*** Dave Evans

**Address\*** .....

.....

**Postcode\*** .....

**Phone\*** ... ..

**Email** ..... ..

**Name of your organisation (if representing a group)** .....

.....

**Public hearings will be held:**

☐ I wish to be heard at the hearing

\* Required field

Please note: We require your contact details as part of your submission — it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board/Committee/Council) to help them make their decision.

Submissions, with names only, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

fold staple or tape here fold

If you wish to attach extra paper, please ensure the folded posted item is no thicker than 6mm. Alternatively, you can send your submission in an envelope of any size and address it using "Freepost Authority No. 178"

fold fold

FREEPOST Authority No.178

**Free**  

tape here

Attn: Lori Rankin  
Engagement Team  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73016  
Christchurch 8154

Christchurch  
City Council 

Item 5  
Attachment B





# HAVE YOUR SAY

We would love to hear what you think of the draft suburban parking policy. Use this submission form to let us know if you agree with the content of the policy.

Submissions can be made online, by hand, or via post from 17 October 2018.

[ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)

## Policy 1 (refer to page 6)

Do you agree with the order these have been prioritised?

☒ Yes ☐ No

Comments:

THIS IS NO BRAINER STUFF

## Policy 2 (refer to page 7)

Do you agree with how parking management criteria are applied in areas of high parking demand?

☐ Yes ☒ No

Comments:

Don't hold your breath in inner city parking policy on suburbia, which  
Don't be stupid!  
Don't will suburbia! (with  
your failed inner city policies

## Policy 3 (refer to page 8)

Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?

☐ Yes ☒ No

Comments:

## Policy 4 (refer to page 8)

No feedback required (we will honour existing resident's only parking space permits).

## Policy 5 (refer to page 9)

Do you agree with using parking time restrictions to deter private businesses from storing vehicles on the road?

☐ Yes ☒ No

If no, what do you suggest?

see above

## Policy 6 (refer to page 9)

Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?

☐ Yes ☒ No

Comments:

see above  
~~only if demand requires~~

## Policy 7 (refer to page 10)

Is there anything else we can consider to make parking easier for people with restricted mobility?

☐ Yes ☐ No

Comments:

only if demand requires

## Policy 8 (refer to page 10)

Are there any other types of parking Council should be supporting?

☐ Yes ☐ No

Comments:

Don't go overboard like you always do

## Policy 9 (refer to page 11)

Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?

☐ Yes ☐ No

Comments:

Don't blow our rates unless it  
saves money vs being  
high tech to be high tech  
another no brainer

## Policy 10 (refer to page 11)

Do you agree with parking management in narrow streets to address safety and access issues?

☒ Yes ☐ No

Comments:

P.S. As a life long bicycle commuter, your traffic "engineers" have largely destroyed the central city for safe bike commuting.



Submission No: 50	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Kim Lynskey
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/19/2018 11:47:00 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	Bikes should not be affecting parking for cars. Also a general comment. When you park at CCC sites where you pay to enter like swimming there should be free parking available.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	A lot of work places now are in residential areas and the only parking available is in front of houses. In most cases travelling time would increase far too much. For example if I took a bus I would have to travel into town, then back to where I work which would take about an hour and a half just to get to work. Where as taking a car takes 20 minutes. Also there are time restrictions. If I had to take a bus I would not be able to work as I have a special needs child I have to be home for at a certain time. Time restrictions and/or parking charges would make it impossible.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	I don't get paid enough to have to pay for parking each day.
Policy 5: Do you agree with using parking time restrictions to prevent private	No (If no, write what you suggest below)

businesses from storing vehicles on the road?	
Write suggestions below	Depends. If you mean general public they should be able to park for free, but if you mean company vehicles for a private business they should be providing their own parking at their business, not using residential parking for this.
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	Should be accessible to all to make use of the parking as if eg they are at work then the space can be used for parking during the day.
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	Having more disability parks.
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	I agree with not parking on grass berms. Have this rule enforced would be great as it would stop people trying to sell their cars as well.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	More disability parks.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	Narrow streets should be restricted with parking. If very narrow no parking, or just one side of the street parking would help.
Attachments	No

Submission No: 51	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Thomas Moot
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/19/2018 12:19:00 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	There is a distinct lack of commuter parking around the University of Canterbury and private parking options are not affordable. There is also a large requirement for on street parking around UC from residents as flats may lack adequate parking/have parking requirements in excess of what is available. There may also be large visitor parking requirements in the area for social occasions. CCC should remove the berms in these areas to make space for on street parking and remove the parking restrictions on one side of the road. The public transport options are available, and are clearly being used, but even with public transport, cycle lanes etc. there is still a requirement for on street parking options for students.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	More full day parking options need to be available around university for students. Residents permits are a further cost which will be passed on to students and are difficult to negotiate in flats which may have 5 or 6 cars.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	This is not a policy that benefits residents and adds further cost to residents.
Policy 5: Do you agree with using	Yes

parking time restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	I think the removal of berms in some areas will be beneficial, particularly in shared cycle spaces i.e. City to University cycle route should remove berms to allow for designated cycle space, road widening and provision of more on street parking for resid
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Lowering of cost for University students/staff to park on campus, especially in off peak times.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	No
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	No
Comments:	No. Berms should be removed and on street parking should be prioritized in these areas for commuters and residents. Land value will not change with the addition/removal of trees and berms. Parking restrictions will impact land value/potential rental income.
Attachments	No

Submission No: 52	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	John Falconer
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/19/2018 2:54:38 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	<p>How is safety going to be determined? Available space and edge activity? Existing constraints? Flow and and speed of cars (noting that by far the most injury accidents are caused by drivers/cars)?</p> <p>I have some concern that some vitally necessary projects such as bus lanes may be rejected in certain circumstances due to safety being the top priority. Surely such schemes can be engineered to be safe, and this should be the main focus. I think the real issue is cost, or perception. Council therefore need to be careful that they don't simply dismiss important road schemes (e.g. bus lanes) due to high cost, related to space constraints, by deeming that it would be unsafe to provide a compromised project within the confined space. Instead, a realistic budget should be set around the known constraints, or compromises made elsewhere so that bus lanes (for example) can still be accommodated safely.</p>
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	Commuter parking is by far the worst use of road space and therefore should be managed if there is high demand for short stay parking.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes

Comments:	The process of applying for, and paying annually for, a permit may help deter those that don't really need a parking space.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	In my opinion, it is not unreasonable to expect Businesses to make their own arrangements for parking when it is for commercial gain.
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Momentary pickup/drop off parking. E.g. dropping family off on-street near destination before parking car in more remotely off-street. Or picking up/dropping off a person (arranged or on demand). Longer term would also be utilised by autonomous vehicles.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Enforcement (e.g. parking sensors)
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	To a certain extent it is already intrinsically covered by Policy 1.



Attachments	No
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Submission No: 53	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Emma Twaddell
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/20/2018 10:07:59 AM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	St Albans Residents Association
Policy 1: Do you agree with the order these have been prioritised?	
Comments:	<p>No parking should be taken to provide for commuter traffic. No parking should be taken that widen streets that increase speed of vehicles. The state of the ground and the vibration from vehicles has become a real problem for many residents in the St Albans area and this needs to be considered.</p> <p>Safety of residents should be paramount on all roads.</p>
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	Park and Ride needs to be introduced asap.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from	Yes

Item 5

Attachment B

storing vehicles on the road?	
Write suggestions below	
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	
Comments:	Outside of peak hours residents require space for visitor parking
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	Consider pregnant woman and parents with young children. Ensure space for maneuvering prams and chairs.
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	No
Comments:	St Albans is full of streets built for horse and cart. The residents often manage the traffic and safety themselves through strategic car placement. Also some streets such as Courtenay St have been given status based on incorrect measurements of roads. In plans Courtenay St has been 15m wide but in fact is only about 9m. In cases like this the status should be corrected and the loss of amenity and safety should be paramount.
Attachments	No

Submission No: 54	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Doug Allen
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/9/2018 4:37:19 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	Airport Business Park
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	I would argue that commuter parking should have a higher priority in residential areas, this is dependent on the activity the the commuter parking is being utilized for there is often a indirect benefit to the area, ie local employment. In many cases the public transport infrastructure is inadequate and therefore their is no other choice but to drive. In particular the area around the Airport Business Park, the direct bus link from the CBD was removed by Ecan some years back. Council need to understand and accept that the make up of Chch is very different now to pre Quake. Suburban parking restrictions should not be used to try and force people back into the CBD. Nor should they be used to force people into other modes of transport when they do not exist.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	With regards to the residential streets, you need to take into consideration the reason people are parking in that location. The Airport Business Park at 92 Russley Rd was previously rezoned as a Commercial Office Zone by the CCC. Therefore I believe the parking policy in the immediate area should support both the business zone and the residential zone. Applying time zones near these areas just pushes the problem further afield. Perhaps parking meters on some of these streets that allow all day parking for a reasonable fee would be a better solution. If Council have zoned a particular area as a certain zone then they should ensure future policy's support this zoning.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise	Yes

residential parking?	
Comments:	Yes in areas / cases where it is required. It should not be done in areas where housing has off street parking, it should not be used for additional vehicles that may be owned. However in areas where council has allowed residential development without any car parking requirements, preference should not then be given to these residents as council have already accepted that there are no parking requirements needed in these cases.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	Yes to a degree, but each case should be looked at on its on merit. A car rental company that has to many cars in stock should not be doing this. But a local garage that is serving the community should possibly be able to. If they have serviced a car and put it on the road for the owner to collect, are they storing it or is the delay in the owner collecting it forcing it to be stored ? What happens to your car when it has been serviced and cant be collected straight away?
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	Installing mobility bays in suburban streets would be a waste of time as you have no idea where someone with restricted mobility is going to visit. Ensuring there are adequate mobility parks in CBD's, hospitals and other service areas is important.
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	In areas where council have approved commercial use, ie business parks etc, they should also support the parking requirements of these areas in balance with the residents. In some cases the business in the area is also a major rate payer of the immediate area. Reasonable priced metered car parking would be a good way to create revenue and contribute for the use of the parking. Im not sure where you would create a "bike Corral" as most business would have their own bike parks, you wouldn't put these on a residential street unless you wanted to create an outdoor bike shop for the local thieves. With regards to park and bike, where are you going to create a parking area for the cars to park is council are not supporting new suburban parking areas, wont this just encourage people to park in suburban streets ?
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies?	Yes

What, if any, technologies are most relevant in your view?	
Comments:	Council should possibly look at smart parking systems such as frog parking as a way to potentially charge for on street parking in some suburban areas . Fees should not penalize the person parking but should be reflective of all day parking charges else where.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	Yes however this should not be used as a method or excuse to reduce parks at councils discretion. In areas where this is done then there should be unrestricted parking on the alternate side of the street. What will you do in areas like Ashgrove terrace where Cashmere high students park, where will you push these students to if you prevent them parking here ?
Attachments	No



**SUBMISSION TO:** Christchurch City Council

**ON:** Draft Suburban Parking Policy 2018

**BY:** Coastal-Burwood Community Board

**CONTACT:** Coastal-Burwood Community Board Submissions

## 1. INTRODUCTION

The Coastal-Burwood Community Board (the Board) appreciates the opportunity to provide a submission on the Draft Suburban Parking Policy 2018.

## 2. SUBMISSION

The Submissions Committee on behalf of the Board provides the following general points:

- The Wards of Coastal and Burwood are undergoing regeneration – as such the Board does not wish to hinder that process.

It is the Board's suggestion that any changes to parking within out two Wards needs to be discussed with the two major agencies charged with the generation of investment opportunities (Development Christchurch Ltd) and overseeing long-term development (Regenerate Christchurch).

The Board asks does this regeneration aspect for the East require a separate policy?

- In view of the upheavals to the city over the last 10-years and ongoing development, the policy requires a stated review date to ensure it remains adaptive and flexible through regular appraisals
- The Council has a responsibility to commercial developers to ensure their customers are not disadvantaged by overly restrictive rules. The Council must be seen to encourage patronage of commercial premises by ensuring there is adequate parking spaces.
- Bringing people on the change journey and considering phasing in any changes within the proposed policy is essential.
- Implementation of the policy needs to coincide with an efficient public transport system. For example, removing residential parking without providing a viable alternative is unacceptable.

TRIM Number 18/1200728

In considering questions from the consultation documents:

**Policy 1: Do you agree with the order these have been prioritised?**

It is agreed that safety is the 1<sup>st</sup> priority, with the proviso that the safety referred to is practical, pragmatic and sensible.

Mobility parking should be afforded a higher priority than 5<sup>th</sup>. Mobility parking should be provided in all areas including suburban strip-shops.

**Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?**

Agree on a case by case basis. Consultation with all parties is required – both residential and commercial. Other factors need thought – this includes public transport routes.

**Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?**

The Board agrees with this policy, noting there is no practical application within our two Wards.

The Board signals its concern that the application of this policy has the potential to create conflict between residents.

**Policy 4: Honour existing resident's only parking space permits.**

The Board has no feedback on this.

**Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?**

The Board agrees with this policy, provided agreement is reached among all parties.

**Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?**

The Board has concerns that off-street parking may not be available for all because of cycleway requirements.

It would be unacceptable, in general, for no-parking restrictions being in place in a suburban environment on both sides of a street/road for extensive distances.

**Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?**

The Board agrees with this policy, particularly with regards to ensuring that mobility parks are appropriately enforced.

TRIM Number 18/1200728

**Policy 8: Are there any other types of parking Council should be supporting?**

Aspects of this policy are regarded as premature and (currently) unrealistic. There is a need to sort problematic areas first – monitor the outcomes and adapt as necessary. Our two Wards do not have sufficient cycleways or sufficient public transport options.

A blanket application of the policy will not work for all areas – there must be an adaptation that takes into account the unique characters of each suburb.

**Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?**

The Board agrees with this policy. While we have no suggestions on relevant technologies, it believes each should be adapted on a case by case basis with proper consultation.

**Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?**

Yes, the Board is very supportive of proposed measure to address those issues.

Coastal-Burwood Community Board Submissions Committee  
**COASTAL-BURWOOD COMMUNITY BOARD**

20 November 2018

TRIM Number 18/1200728

Submission No: 56	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Simon Britten
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/20/2018 5:17:29 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Electric charging.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

60

Name\* JAMES JAMESON  
Address\* ...  
Postcode\*  
Phone  
Email  
Name of your organisation (if applicable)

\* Required field

**Please note:** We require your contact details as part of your submission — it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board/Committee/Council) to help them make their decision.

Submissions, with names only, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

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If you wish to attach extra paper, please ensure the folded posted item is no thicker than 6mm. Alternatively, you can send your submission in an envelope of any size and address it using "Freepost Authority No. 178"

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tape here

Attn: Lori Rankin  
Engagement Team  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73016  
Christchurch 8154

Christchurch  
City Council 

Item 5  
Attachment B



# HAVE YOUR SAY

We would love to hear what you think of the draft suburban parking policy. Use this submission form to let us know if you agree with the content of the policy.

Submissions can be made online, by hand, or via post from 17 October 2018.

[ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)

## Policy 1 (refer to page 6)

Do you agree with the order these have been prioritised?

☒ Yes ☐ No

Comments:

## Policy 2 (refer to page 7)

Do you agree with how parking management criteria are applied in areas of high parking demand?

☒ Yes ☐ No

Comments:

## Policy 3 (refer to page 8)

Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?

☒ Yes ☐ No

Comments:

## Policy 4 (refer to page 8)

*No feedback required (we will honour existing resident's only parking space permits).*

## Policy 5 (refer to page 9)

Do you agree with using parking time restrictions to deter private businesses from storing vehicles on the road?

☒ Yes ☐ No

If no, what do you suggest?

## Policy 6 (refer to page 9)

Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?

☒ Yes ☐ No

Comments:

## Policy 7 (refer to page 10)

Is there anything else we can consider to make parking easier for people with restricted mobility?

☒ Yes ☐ No

Comments:

## Policy 8 (refer to page 10)

Are there any other types of parking Council should be supporting?

☒ Yes ☐ No

Comments:

## Policy 9 (refer to page 11)

Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?

☒ Yes ☐ No

Comments:

## Policy 10 (refer to page 11)

Do you agree with parking management in narrow streets to address safety and access issues?

☒ Yes ☐ No

Comments:



61

Name\* Doug Archbold

Address\* .....

Postcode\* .....

Phone\* .....

Email .....

Name of your organisation (if representing a group) .....

Public hearings will be held:

☐ I wish to be heard at the hearing No \* Required field

Please note: We require your contact details as part of your submission — it also means we can keep you updated throughout the project.

Your submission, name and address are given to decision-makers (Community Board/Committee/Council) to help them make their decision.

Submissions, with names only, go online when the decision meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

fold staple or tape here fold

If you wish to attach extra paper, please ensure the folded posted item is no thicker than 6mm. Alternatively, you can send your submission in an envelope of any size and address it using "Freepost Authority No. 178"

fold fold

FREEPOST Authority No. 178

Free 



tape here

Attn: Lori Rankin  
Engagement Team  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73016  
Christchurch 8154

Christchurch  
City Council 

Item 5  
Attachment B



# HAVE YOUR SAY

We would love to hear what you think of the draft suburban parking policy. Use this submission form to let us know if you agree with the content of the policy.

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[ccc.govt.nz/haveyoursay](http://ccc.govt.nz/haveyoursay)

## Policy 1 (refer to page 6)

Do you agree with the order these have been prioritised?

☒ Yes ☐ No

Comments:

## Policy 2 (refer to page 7)

Do you agree with how parking management criteria are applied in areas of high parking demand?

☐ Yes ☒ No

Comments:

Time restrictions are not working in high demand areas. THEY ARE NOT BEING ENFORCED!!

## Policy 3 (refer to page 8)

Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?

☒ Yes ☐ No

Comments:

## Policy 4 (refer to page 8)

No feedback required (we will honour existing resident's only parking space permits).

## Policy 5 (refer to page 9)

Do you agree with using parking time restrictions to deter private businesses from storing vehicles on the road?

☐ Yes ☒ No

If no, what do you suggest?

Same as 2. Not enough time spent on enforcement.

## Policy 6 (refer to page 9)

Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?

☒ Yes ☐ No

Comments:

Again - 5 appropriately enforce.

## Policy 7 (refer to page 10)

Is there anything else we can consider to make parking easier for people with restricted mobility?

☒ Yes ☐ No

Comments:

Again - emphasis on appropriate enforcement.

## Policy 8 (refer to page 10)

Are there any other types of parking Council should be supporting?

☒ Yes ☐ No

Comments:

## Policy 9 (refer to page 11)

Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?

☒ Yes ☐ No

Comments:

## Policy 10 (refer to page 11)

Do you agree with parking management in narrow streets to address safety and access issues?

☒ Yes ☐ No

Comments:

Submission No: 62	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	L D Cook
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/21/2018 2:19:42 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes
Write suggestions below	

Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	I today saw someone mention a service in Auckland - as I interpreted it an app allows you to contact a service to meet you at your destination to take your own car to an agreed place to park and/or bring your own car to you when you are ready to leave. Doesn't need CCC involvement as such, but support??
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Using apps to update where (commercial) parking is full/available?? Paying for parking with apps. Internet accessible parking rules in specific locations upon querying (particularly necessary when things are changing from historic) Electronic road signs to show messages which change/are updated as needed to inform vehicles approaching an area of parking confusion (limited, residential, accessible, time restricted, full/available status etc. - in short using modern tech to sort issues out before they arise by communicating with potential users
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	Because of construction in _____ is full of workers vehicles during workdays on both sides of a narrow street. To date we have managed this by the vehicle entering the street while someone is approaching from the opposite end (it is a short street) pulling off to the side until the 1st vehicle has exited, and then proceeding. This will be a "short term" problem until the school construction is complete (hopefully), but in streets where this is a permanent situation, perhaps lights triggered automatically could be used?
Attachments	No



Submission No: 63	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Robert Fleming
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/21/2018 2:46:25 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	I think that Park and Bike or Park and E-Scooter Facilities should be given serious consideration ahead of some of the other issues. Issue 4 ( changing technology ) probably needs priority for consideration also.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from storing vehicles on the road?	Yes



Write suggestions below	Very much so.
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	Resident Permits could remain under a grandfather type clause, but this should lapse when the property is sold.
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	Closely monitor demand and increase where necessary.
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Consideration of park and ride/bike/scooter facilities at strategic locations with a 5 to 10 minute journey from the CBD (further out on frequent bus routes) Incentivise use through reasonable pricing.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Time/Demand pricing. There is a lot of work done around the world at present with good results. It would work well here. Under utilised ratepayer provided parking is a waste of ratepayer money and needs to be quantified and dealt with.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	No

Submission No: 64	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Carolyn Moffat
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/21/2018 2:27:38 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	Short term on street parking needs to be prioritised in suburban shopping centres. Should be priority 3. Please understand that these businesses are convenience based businesses, and they rely on passing traffic. However passing traffic only stops if they can quickly and conveniently find a park. If not, they keep going and businesses suffer. Businesses in these suburban shopping centres are often ones which are not accessed by users of public transport eg liquor stores, takeaway shops, restaurants with takeaway. In addition, these businesses are often accessed by elderly and less mobile, so parking should be a priority.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	Although the council needs to consider where workers in suburban shopping centres can park, for example in Papanui. Often those who work unusual hours eg restaurant/bar staff do not have safe access to public transport.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	Yes
Comments:	
Policy 5: Do you agree with using parking time	Yes

restrictions to prevent private businesses from storing vehicles on the road?	
Write suggestions below	Although, businesses will probably just rotate cars if restrictions are brought in. This is very difficult to measure. And if I drop my car off at such a business, and they park it on the road, and I am ticketed, am I liable? I didn't park it there, as I left it in the care of the business. Becomes a difficult thing to police effectively.
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	No
Comments:	
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	Park and ride. I also think existing businesses in suburban shopping centres should not be penalised by having parking removed to cater for bus lanes, or cycle lanes for example. I believe that when a bus enters a suburban shopping centre, then they should have to slow down and wait. Current policy of removing all on street parking is having a negative effect on suburban shopping centres. If you need an example, survey Edgeware Village business owners. The same could be said for St Asaph St where a significant number of street parks have been removed, which has a negative impact on any visitors to the hospital for example.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	No
Comments:	
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	

Attachments	No
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Submission No: 65	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Marietjie Swart
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/21/2018 3:06:50 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	
Policy 1: Do you agree with the order these have been prioritised?	No
Comments:	<p>Priorities for safety is good but I sometimes think the focus is wrong. From recent happenings it is clear that there are people on the Council who makes it very difficult for people to use their cars by blocking off roads for the sole use of cycles or bus lanes. And the words they would to excuse their behaviour would be "safety" or "sustainability" My definition of Sustainability differs from their definition of being car-less- for me sustainability is more about building a structure which is well insulated and would need less energy to heat or water being recycled or fruit trees / orchards growing and people who can help themselves to the fruits. But it seems there are people on the Council that would prefer the whole of the city to be car-less and that everyone should be forced to either use the public transport or cycling in to town.</p> <p>Do you sometimes stop and think how it affects users? Eg if motorists can't access a shop easy or not be able to park in front of a shop that the shop might need to close its doors as less people might visit it if it is not easy accessible.</p> <p>My husband works in town and parking is a huge challenge there as his work don't provide parking for staff. He sometimes need to walk 20 minutes from a parking spot on the fringe of the city to work. (We are unable to pay the very high car park fees and he need to find free parking on the fringe of the city)</p> <p>He tried cycling to work from home, but it did not really work out. Our closest Purple Line bus stop which will take him to town, is 1.7km from our house so now he sometimes takes his car and park close by a bus stop to take the bus into town. The reality is that busing and travelling to town cost much the same for him - the perk of taking the bus is that he don't need to battle for a parking space .</p> <p>But if you are going to micro-manage on-street parking where he parks in to catch a bus it would be of a great concern - where is he supposed to Park and Drive from?</p> <p>Also I don't always understand the process of prioritization. I know there are cyclists lobbying for a cycle way in Memorial Avenue. But it would not be practical. Our daughter is in at school and it is a very large school with more than 2 500 students and many children need to be dropped at school. ( she often bus home the 130 bus to the school is not very good as the 130 bus only stop once a day at the school to drop students off and only once a day to pick students up - the rest of the time the terminus is in Grahams Road. It is sometimes too late for assembly and sometimes too early as some days the school starts later.)</p>

	<p>Some students come from all over the city and many of them need to be dropped off and some of the older students drive themselves to school and park there for the day as they are not allowed to park on the school grounds.</p> <p>is also - apart from the school - a busy and congested road as it links the with the city.</p> <p>If a cycle way is going to be built there how are people going to be able to drop their children off at school? Or where would students park? Would you say for the safety of a minority of cyclists, cycle ways are more important than getting children safe to school?</p>
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	No
Comments:	<p>It seems you think in black and white - people are either residents and or need parking if they visit a business. And it also seems that you think that the after earthquake effect that many businesses moved to suburbs remained like that.</p> <p>It is not always so straight-forward. Eg I have noticed that some of the office parks close to Roydvale Road (eg those in Sir William Pickering Drive) and in Sockburn are sitting empty nowadays. A number of companies rebuild in other areas and moved from their old office space. There might be more parking in some of those suburbs nowadays</p> <p>The Airport Business Park in Russley Road. I have noticed that there are a lot of parking curfews placed around the area - cars can not exceed being parked there for more than 2 hours. But do you ever stop to think where the people working at the Business Park, must park? The Business Park have limited parking and not all employees are allowed to park inside. If they can't park outside the park where must their cars go?</p> <p>To tell them all to use public transport is not going to work either as the buses to us are not well serviced and it all depends where you live in how easily accessible (or not) bus transport is.</p> <p>The other thing is that if a small business is in a suburb it would usually be a small owner operated business and it would most probably not attract a huge amount of clients (eg a sole owner operator can often only see one client at a time)</p> <p>What do you see as area of high parking demand? Are you going to base it on historic occupancies (eg in Roydvale Ave where there used to be full office blocks but some of the office blocks are now standing empty?</p>
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	<p>In a way yes - but think of the workers at the Airport Business Park who are not allowed to park in the area between office hours. I have a lot of empathy for those workers that do not have company parking benefits and who are prohibited from parking on the street. They won't just go away</p> <p>The other thing is - who do you see as residents? People who bought / rent a house?. Some families have numerous cars between them - would each address be entitled a single parking space? People who visit family and friends? Lodgers and Airbnb guests who sleep over (but more on a temporary basis) If there is a taxi company close by and they park their taxi's at the headquarters, how many are allowed to be on the street?</p>
Policy 5: Do you agree with using parking time restrictions to prevent private	No (If no, write what you suggest below)



businesses from storing vehicles on the road?	
Write suggestions below	Again - you must ask how many cars are one household allowed to have? If you say "prevent private businesses from storing vehicles on the road"? - what do you mean? are you referring to people working for a business and came to work by car to do their work? Or do you mean a load of taxi's standing in the street as their headquarters are close by? Many taxi's are owner operated so it might belong to individual people? Or a number of cars at a building site as the builder / plumber and electrician are all working the same time at one premises.?
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	No
Comments:	I think you are starting to micro-manage - especially if the residents have large enough driveways and not have parking issues .
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	
Comments:	Maybe ensure that the parking spaces are wide enough for them and their equipment (eg wheelchair ) Could a small part of Hagley Park not be cut off and given to the Hospital for parking? Hospital parking is a nightmare and to expect people to use a shuttle service from a Lichfield Street Parking building is not really a solution. Parking and waiting for a shuttle (that also takes time) helps to tick up an expensive parking ticket is not fair (currently only the first hour is free at Lichfield Street parking building but the meter can go up very quickly)
Policy 8: Are there any other types of parking Council should be supporting?	Yes
Comments:	I love the 1 hour free parking at the Lichfield Street parking - hope it could be extended - or even made for 2 hours free parking. Or that more council car parks have an hour (or two) free I like the special parking for small cars with a shorter time limit, at Fendalton Library. Also maybe parking for parents with small children struggling with car seats etc
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	No
Comments:	There are some clever technologies used in the parking garages but I am concerned that it the cost of those technologies caused the cost of the parking to be so expensive. I do not understand why a council that say that they don't have money can afford to pay for the Research and Development of those fancy dangled technologies

Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	<p>In a way yes - but only if there is very good reason. I am sometimes concerned that it is just a source of revenue to ticket people if they are parked on the wrong place. For instance, my husband got a fine recently when he parked at a place that used to be an entrance way - but which is no entrance way any longer as there is a fence or a wall in front of the building now.</p> <p>He also got a fine as there was a parking spot in which he parked - but the fire hose was close by. Why on earth did you put a parking space there? for us as family the two fines came a difficult time as we do not have extra money to spare and I honestly think it both of those fines were just mean spirited and unfair.</p>
Attachments	No

Submission No: 66	
<b>CHRISTCHURCH CITY COUNCIL</b> <b>Draft Suburban Parking Policy</b> <b>- Received via Have Your Say -</b> <b><i>Submissions close 5pm on 21 November 2018</i></b>	
Full Name*:	Chris Morahan
Contact Address*:	
Postcode:	
Telephone number:	
Email Address:	
Date Sent:	11/21/2018 4:19:29 PM
Would you like to attend the hearings for this consultation?	No
Name of Organisation	Talking Transport Blog
Policy 1: Do you agree with the order these have been prioritised?	Yes
Comments:	Broadly agree. I'm unsure about grouping movement and amenity together as they seem quite different to me.
Policy 2: Do you agree with the parking management criteria being applied in areas of high parking demand?	Yes
Comments:	I think this is very important. We need to manage existing parking better before we default to just building more of it.
Policy 3: Do you agree that residential parking exemption areas are an effective way to prioritise residential parking?	No
Comments:	I'm not convinced that treating residents' cars differently to commuters' cars really benefits the city at all. I would've thought that we should just use demand based pricing to ensure the highest value use of the space, irrespective of whether that's commuters or residents, or someone else.
Policy 5: Do you agree with using parking time restrictions to prevent private businesses from	No (If no, write what you suggest below)

storing vehicles on the road?	
Write suggestions below	Similar to my response to Policy 3, I don't see how the city benefits from banning a high-value use of a parking space in favour of encouraging a lower value use. Just price it appropriately and let that dictate who uses it.
Policy 6: Do you agree with the criteria for assessing whether to provide off-street parking in suburban areas?	Yes
Comments:	
Policy 7: Is there anything else we can consider to make parking easier for people with restricted mobility?	Yes
Comments:	I think it's good to make life easier for the mobility-impaired - Council should be working with Ecan to give mobility-impaired residents free public transport.
Policy 8: Are there any other types of parking Council should be supporting?	No
Comments:	I get frustrated how slowly bike rack installations take. There are so many locations around the city that would benefit from cycle racks, and they are so cheap and easy to install. Need to roll out a whole lot more of these.
Policy 9: Do you agree that Council should have an active role in adopting new parking management technologies? What, if any, technologies are most relevant in your view?	Yes
Comments:	Demand responsive charging, San Fransico style. But probably more suitable for the CBD rather than suburbs.
Policy 10: Do you agree with parking management in narrow streets to address safety and access issues?	Yes
Comments:	
Attachments	Yes

Council Suburban Parking Policy

October 24, 2018October 23, 2018

On Wednesday Christchurch City Council published their draft suburban parking policy for public consultation.

Like many Council documents, the title makes it sound quite boring, but the stuff in here does have a big influence on our city so it's worth trying to understand it. I'm going to try do a very brief summary of the document, together with my thoughts on it. It's all here <<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/193>>if you want a closer look.

For clarity, this document does not apply to any privately owned parking, and is mostly talking about on-street parking rather than off-street. It excludes the city centre (the city centre had its own parking strategy adopted in 2015). It is also not just talking about parking for cars, but also parking for bikes, e-scooters, bus stops, loading zones, and even wider transport issues like trade-offs between space for parking and space for footpaths, traffic lanes, bus lanes, bike ways, trees, landscaping etc.

The document is brand new. Currently there is no citywide policy for suburban parking - each area is just done on a case-by-case basis. This allows for some customisation and variety, but also results in ad-hoc treatments of parking and can result in other projects being hi-jacked unexpectedly with parking. Suburban parking has become more of an issue following the outward migration of activity after the earthquakes.

The document gives the advantages and disadvantages of parking as:

Table-4.jpg

These all seem sensible.

The document proposes 10 policies. I won't go through them all as it would take ages and you can read it yourself if you're interested, but I've just picked out a couple that I think are particularly important.

The policy proposes the following priorities for road space.

Table-3.jpg

These look generally pretty good. I'm not sure why Movement and Amenity are grouped together, I would've thought they are completely different and sometimes mutually exclusive. Also the big unknown is how these will actually be applied in real life.

I hope these priorities will make it easier to reallocate space currently used for parking into other, more valuable uses. One shambles I hope (perhaps optimistically) these might help avoid are the various bus lane projects around the city. The fate of the Main North Road bus lanes are currently being decided. For those who don't know, very briefly 1) Council engineers came up with an efficient plan that would provide big benefits to bus users, 2) a handful of shop-keepers complained about losing 6 car parks (despite there being plentiful side-street parking less than 100m away), so 3) it's now looking like the bus lane design will be stopped short to retain the 6 car parks, then started again after that, with buses having to merge in and out of traffic at this point. Similar things have happened with the Victoria St and Riccarton Rd projects being heavily compromised to retain small numbers of car parks. In the eyes of our elected members, a couple of loud angry shop-keepers tend to carry more weight than 10,000 happy but quiet bus users. Another problem at the moment is that putting in basic cycle-lanes can be ridiculously difficult if they need space currently designated for parking - it'd be great if the policy made these a little more straightforward to put in.

The policy proposes managing parking in a more rational manner. It acknowledges basic economics, recognising that providing parking has a cost, and that giving parking away for free artificially inflates demand higher than is economically optimal. In the vast majority of the city, we have an excess of parking even when we give it away for free with no restrictions (e.g. most residential streets). In areas where demand starts to exceed supply, the first step is to impose time restrictions to exclude the extremely low value uses, and just allow people who are actually there shopping or visiting. If the demand still exceeds supply, the second step is to lower the time-restriction or extend it to a wider area. If the demand still exceeds the supply then the third step is to introduce parking charges (meters). If the demand still exceeds the supply then the fourth step is to raise the charges until it doesn't. Only when this step is exhausted (which is once the charges start to exceed the cost of providing the parking) should constructing more parking be looked at.

The whole Draft Suburban Parking Policy seems to me to be inherently sensible. It's basically trying to bring more rational thinking into an area that's currently managed

pretty ad-hoc. Like any new document it will probably have some creases needing to be ironed out as people get their heads around how to implement it, but overall it seems to be a step in the right direction. However the cynic in me suspects there are plenty of otherwise reasonable people out there whose brains switch off as soon as you mention anything to do with car parking, and who will try to kick up a fuss about this. I just hope Council don't take too much notice of them if they do. One way you can help with this is get in and make a submission <<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/193>> to let the Councillors know what you value, and that there are other people out here, not just the ones who complain the loudest.

3 thoughts on "Council Suburban Parking Policy"

1. says: October 24, 2018 at 9:16 am <<https://talkingtransport.com/2018/10/24/council-suburban-parking-policy/#comment-114>> Edit <<https://wordpress.com/comment/talkingtransport.com/114>>

really opened up my eyes to what an important question car parking is. The following video he addresses his main points.

Like <[https://talkingtransport.com/2018/10/24/council-suburban-parking-policy/?like\\_comment=114&wpnonce=3e671b50e0](https://talkingtransport.com/2018/10/24/council-suburban-parking-policy/?like_comment=114&wpnonce=3e671b50e0)>Like

Reply <<https://talkingtransport.com/2018/10/24/council-suburban-parking-policy/?replytocom=114#respond>>

1. <<https://chchchchchat.wordpress.com/>>\* says: October 24, 2018 at 9:33 pm <<https://talkingtransport.com/2018/10/24/council-suburban-parking-policy/#comment-115>> Edit <<https://wordpress.com/comment/talkingtransport.com/115>>

Yep Shoup has put out some good stuff. I think in some areas Christchurch heading in the right direction. The latest District Plan removed or reduced a lot of the minimum parking requirements, which is one of Shoup's big things. But then they do other baffling things like spend up large on expensive parking buildings only to give them away for free because there's no demand for them. So plenty of room for improvement.

Like <[https://talkingtransport.com/2018/10/24/council-suburban-parking-policy/?like\\_comment=115&wpnonce=82a78ad2d4](https://talkingtransport.com/2018/10/24/council-suburban-parking-policy/?like_comment=115&wpnonce=82a78ad2d4)>Like

Reply <<https://talkingtransport.com/2018/10/24/council-suburban-parking-policy/?replytocom=115#respond>>

2. says: October 31, 2018 at 8:54 am <<https://talkingtransport.com/2018/10/24/council-suburban-parking-policy/#comment-137>> Edit <<https://wordpress.com/comment/talkingtransport.com/137>>

Good photo. I've taken to complimenting the construction sites which work to keep the footpath free.

Good summary - and I like the chart of advantages and disadvantages.

"Only when this step is exhausted (which is once the charges start to exceed the cost of providing the parking) should constructing more parking be looked at."

I'm a bit more radical - I don't think it's a trigger point for providing more parking. It's simply a point when the parker starts subsidising the network instead of the other way around. We should really aim for half the parks to be like this, to break even. If people really really want to drive and park there, they'll pay more than it costs to provide the park. Which probably indicates that the land value has gone up, so it should be being used for something more beneficial than parking.



Submission / comments on Suburban Parking

20/11/18

Sorry, I cannot do this on-line.

I am

I wish to comment on parking especially in some of our narrower streets. These streets may have served us well 30 years ago but not now that there are more cars and so many are now bigger vehicles. When they are parked in narrow streets and near corners it makes visibility very difficult and also dangerous. An example is Isleworth St between Farrington Avenue and Leacroft St. There is a school and preschool in the street which allows parking both sides of the street meaning cars must drive over the centre line. Also with a bend in the road visibility is very difficult. To exit Isleworth into Farrington Avenue is also difficult with another bend at the school entrance on Farrington Ave. Cars, many of them large, park in Farrington Ave so visibility is very difficult esp. as some are big vehicles and cars park too close to the corner. I see this scenario in other streets too where drivers flout laws. We need a lot more yellow lines at corners. So many other streets have the same problem. The Afghan Church also causes problems at times. They park both sides of the road, too close to corners and often on the grass verge.

It would be great if some widening of these narrow streets could be done but it may seem too costly - yellow lines on one side indicating no parking would cost a minimal amount.

There also needs to be legislation for new housing - that off street parking for at least 2-3 cars should be provided. Off street could also be required when doing renovations.

Hopefully new housing developments cater for plenty of off street parks.

Some people don't care where they park eg too close to driveways and corners. Large car owners may not realize they are creating a dangerous hazard. As an owner of a smaller car I am well

aware of the difficulties and dangers.

I would love to see the on street parking dangers reduced and see changes made quickly to avoid people taking risks and endangering lives.

Thank you for listening

Respectfully

Item 5

Attachment B

## 6. Hearing of Submissions

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Submitters who indicated that they wished to be heard in person will present to the Hearings Panel. A schedule of presenters can be found at the beginning of the volume of "Heard Submissions".

## 7. Hearings Panel Consideration and Deliberation

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