

Central City Parking Restrictions Subcommittee

AGENDA

Notice of Meeting:

An ordinary meeting of the Central City Parking Restrictions Subcommittee will be held on:

Date: Thursday 4 August 2022
Time: 3pm
Venue: Committee Room 1, Level 2, Civic Offices, 53 Hereford Street

Membership

Members
Councillor Mike Davidson
Councillor Jake McLellan
Councillor Tim Scandrett

29 July 2022

Principal Advisor

Lynette Ellis
Head of Transport
Tel: 941 6285

Luke Smeele
Committee & Hearings Advisor
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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Developing Resilience in the 21st Century

Strategic Framework

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

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

Ōtautahi–Christchurch is a city of opportunity for all

Open to new ideas, new people and new ways of doing things – a city where anything is possible

Principles

Being open, transparent and democratically accountable	Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga–Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making	Actively collaborating and co-operating with other local, regional and national organisations
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Community Outcomes

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	Prosperous economy Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities
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Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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CENTRAL CITY PARKING RESTRICTIONS SUBCOMMITTEE - TERMS OF REFERENCE NGĀ ĀRAHINA MAHINGA

Membership	Chair of the Urban Development and Transport Committee Deputy Chair of the Urban Development and Transport Committee Central Ward Councillor
Quorum	Two members
Meeting Cycle	Ad hoc
Reports To	Urban Development and Transport Committee

Urban Development & Transport Committee

Delegate the following responsibilities, duties, and powers to the Central City Parking Restrictions Subcommittee:

Any reference to a clause in these delegations refers to a clause in the Parking and Traffic Bylaw 2017 or any substituted bylaw.

Delegation
<p>With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive both sides of the street marking the boundary), and whether it relates to “on-street” or “off-street”, under clause 7</p> <ul style="list-style-type: none"> Prohibiting or restricting the stopping, standing or parking of vehicles, or any class of vehicles, on any road; or Limiting the stopping, standing or parking of vehicles on any road to any class of vehicles. Prescribing any conditions under clause 7.
<p>With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive both sides of the street marking the boundary), and whether it relates to “on-street” or “off-street”, under clause 8</p> <ul style="list-style-type: none"> Designating an area to be a zone parking area and the restrictions that apply in that zone parking area (“zone parking controls”); and Reserving any area of land or any road or any part of a road or any building or any part of a building to be a parking place or transport station, subject to restrictions; and Specifying the vehicles or classes of vehicle that can use or must not use a parking place or transport station or zone parking area; and Prescribing the restrictions that apply including (without limitation) the times, manner and other conditions for the parking of vehicles or classes of vehicles in a parking place or transport station or zone parking area. Making provision for the efficient management and control of a parking place or transport station or zone parking area.
<p>With respect to the district of Christchurch City, whether it relates to “on-street” or “off-street”, under clause 8</p> <ul style="list-style-type: none"> Prescribing any charges to be paid for the use of a parking place or transport station or in a zone parking area, subject to the limits set out in the Annual Plan or Long Term Plan as the case may be. (See limits set out below which may change each year the Annual Plan or Long term Plan is adopted) Prescribing the manner by which parking charges may be paid by the use of parking machines or in any other manner
On Street Parking

(a) Parking Meters - discretion to set and modify fees within these ranges is delegated to the Parking Restrictions Subcommittee

- (i) 1 hour meters - 2021/2022 Annual Plan \$3 to \$10
- (ii) 2 hour and 3 hour meters - 2021/2022 Annual Plan \$3 to \$10
- (iii) All Day meter rate - 2021/2022 Annual Plan \$3 to \$10

(b) Coupon Parking - 2021/2022 Annual Plan \$3.70

(c) Meter Hoods - per day - 2021/2022 Annual Plan \$30.00

(c) Meter Hoods - per month - 2021/2022 Annual Plan \$450.00

(d) Waiver of Time limit restriction - 2021/2022 Annual Plan \$210.00

(e) Residential Parking Permits - 2021/2022 Annual Plan \$100.00

At Ground (or 'at grade') Off-Street Parking

Determination of fees on individual sites is delegated to the Parking Restrictions Subcommittee within the following range: - \$0 to \$25.00 per day or part thereof

Parking Buildings

The determination of fees on individual sites, including but not limited to, the following locations:

- (i) **Art Gallery Car Park** 2021/2022 Annual Plan up to \$5.00 per hour
- (ii) **Lichfield Street Parking Building** 2021/2022 Annual Plan up to \$5.00 per hour

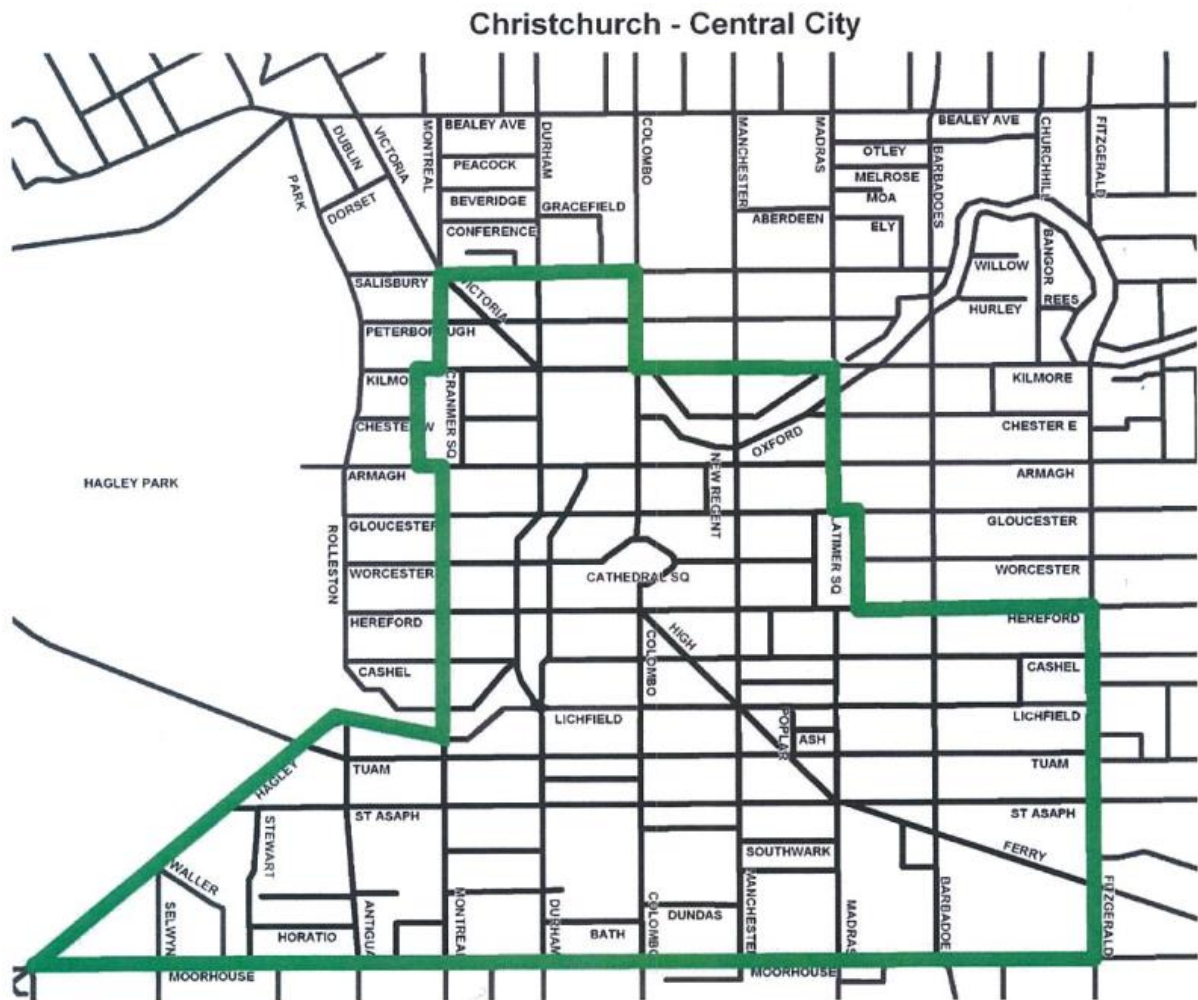
With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive of both sides of the street marking the boundary), and whether it relates to "on-street" or "off-street", under clause 10

- Reserving any specified parking place or places as –
 - (a) residents' only parking area for the exclusive use of persons who reside in the vicinity; or
 - (b) residents' exemption parking area for the use of persons who reside in the vicinity.
- Prescribing –
 - (a) any fees to be paid annually or in any other specified manner, for the use of a residents' parking area or a residents' exemption parking area; and
 - (b) the manner by which any such fees may be paid for the use of a residents' parking area or a residents' exemption area; and
 - (c) which parking, stopping and standing restrictions permit holders are exempt from within a residents' exemption parking area.

With respect to that area of the Central Business District of Christchurch shown on Plan A (inclusive of both sides of the street marking the boundary), and whether it relates to "on-street" or "off-street", under clause 11

- Allowing motor vehicles to stop, stand, or park in that part of the road in contravention of clause 11(1) or 11 (2).

Plan A:



Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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Karakia Tīmatanga

1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

That the minutes of the Central City Parking Restrictions Subcommittee meeting held on [Friday, 1 April 2022](#) be confirmed (refer page 8).

4. Public Forum Te Huinga Whānui

A period of up to 30 minutes will be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

4.1 Gary Endacott

Gary Endacott will speak to the Subcommittee about time-restricted mobility car parks.

In discussion with Gary Endacott he noted that the following car parks had been changed from no time restriction mobility parks to 120 minutes mobility parking:

- 1 Car Park outside the New Art Gallery on the one way system between Gloucester & Worcester Streets
- 1 Car Park on the corner of Gloucester & Cambridge Terrace (outside City Social Café)
- 2 Car Parks Worcester Boulevard – 2 parks behind the rear entrance to CCC (these may have the original signs)
- 2 Car Parks 1 outside the Colombo Street entrance to Ballantynes & one directly across the road from the above one on Colombo Street in front of the Barkers shop
- A car park at the rear of the walk through City Mall has been removed or shifted?

5. Deputations by Appointment Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

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

6. Presentation of Petitions Ngā Pākikitanga

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

Central City Parking Restrictions Subcommittee OPEN MINUTES

Date:	Friday 1 April 2022
Time:	11.06am
Venue:	Via Audiovisual Link

Present	
Members	Councillor Mike Davidson Councillor Tim Scandrett

Principal Advisor
Lynette Ellis
Head of Transport
Tel: 941 6285

Nathaniel Heslop
Committee and Hearings Advisor
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Part A **Matters Requiring a Council Decision**

Part B **Reports for Information**

Part C **Decisions Under Delegation**

Karakia Tīmatanga: Councillor Davidson

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Committee Decision

No apologies were received.

2. Declarations of Interest Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes Te Whakaāe o te hui o mua

Part C

Committee Resolved CCPRS/2022/00001

That the minutes of the Central City Parking Restrictions Subcommittee meeting held on Thursday, 2 December 2021 be confirmed.

Councillor Davidson/Councillor Scandrett

Carried

4. Public Forum Te Huinga Whānui

Part B

There were no public forum presentations.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Motorcycle Parking- Times of Operation

Officer Recommendations Ngā Tūtohu

That the Central City Parking Restrictions Subcommittee:

1. Approves that any maximum parking time limit (if a time limit exists) for any on-street Motorcycle parking within the Central City Plan A area, as defined in the current City Council Delegations Register, be revoked.
2. Approves that for any existing on-street Motorcycle parking within the plan A area, as defined in the current Delegations Register, that any time of day restrictions on parking, be revoked.
3. Approves that for all existing on-street Motorcycle Parks within the plan A area, as defined in the current City Council Delegations Register, that these Motorcycle parks apply at any time.

Committee Resolved CCPRS/2022/00002

Part C

That the Central City Parking Restrictions Subcommittee:

1. Approves that any maximum parking time limit (if a time limit exists) for any on-street Motorcycle parking within the Central City Plan A area, as defined in the current City Council Delegations Register, be revoked.
2. Approves that for any existing on-street Motorcycle parking within the plan A area, as defined in the current Delegations Register, that any time of day restrictions on parking, be revoked.
3. Approves that for all existing on-street Motorcycle Parks within the plan A area, as defined in the current City Council Delegations Register, that these Motorcycle parks apply at any time.
4. Approves that these resolutions take effect when parking signage and /or markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Councillor Davidson/Councillor Scandrett

Carried

8. Chester Street West Parking and Stopping Restrictions

Committee Resolved CCPRS/2022/00003 Officer Recommendation accepted without change

Part C

That the Central City Parking Restrictions Subcommittee:

1. Approves that all parking and stopping restrictions on both the north side and south side of Chester Street West, commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 76 metres, be revoked.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north

- side of Chester Street West, commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 15 metres, as detailed on Attachment A.
3. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be prohibited to a maximum period of 120 minutes and be controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the north side of Chester Street West, commencing at a point 15 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 36 metres, as detailed on Attachment A.
 4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Chester Street West, commencing at a point 51 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 25 metres, as detailed on Attachment A.
 5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of Chester Street West, commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 18 metres, as detailed on Attachment A.
 6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, on the south side of Chester Street West, commencing at a point 18 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of seven metres, as detailed on Attachment A. This parking restriction is to apply at any time, and further restricted to 90 degree angle parking.
 7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be prohibited to a maximum period of 120 minutes and be controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment) on the south side of Chester Street West, commencing at a point 25 metres east of its intersection with Durham Street North and extending in an easterly direction for a distance of 33 metres, as detailed on Attachment A. This parking restriction is further restricted to 90 degree angle parking.
 8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of Chester Street West, commencing at a point 58 metres east of its intersection with Durham Street North and extending in an easterly direction, and then in a northerly direction (at the eastern boundary of the road) for a total distance of 29 metres, and as detailed on Attachment A.
 9. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Councillor Scandrett/Councillor Davidson

Carried

9. Colombo Street-Cashel Street to Hereford Street Parking & Stopping Restrictions

Committee Comment

1. The Committee signalled to staff that a review of how Council operates its on street car parks would be helpful.

Committee Resolved CCPRS/2022/00004 Officer Recommendation accepted without change

Part C

That the Central City Parking Restrictions Subcommittee:

1. Approves that all previously resolved parking and stopping restrictions on the west side of Colombo Street, commencing at its intersection with Hereford Street and extending in a southerly direction to its intersection with Cashel Street, be revoked.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at its intersection with Hereford Street and extending in a southerly direction for a distance of 23 metres, as detailed on Attachment A.
3. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that parking be restricted to Motorcycles only, on the west side of Colombo Street, commencing at a point 23 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of six metres, as detailed on Attachment A. This restriction is to apply at any time.
4. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a loading zone for all classes of motor vehicle, be created and be restricted to a maximum period of five minutes on the west side of Colombo Street, commencing at a point 29 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of 13 metres, as detailed on Attachment A. This restriction is to apply at any time.
5. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at a point 42 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of 24 metres, as detailed on Attachment A.
6. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by Parking Meters (including Pay by Plate machines or any approved means of payment), on the west side of Colombo Street, commencing at a point 66 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of 19 metres, as detailed on Attachment A. This restriction is to apply Monday to Thursday 9:00am to 5:00pm, and apply Friday to Sunday, 9:00am to 8:30pm.
7. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west

- side of Colombo Street, commencing at a point 85 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of five metres, as detailed on Attachment A.
8. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a motor cycle stand be created on the west side of Colombo Street, commencing at a point 90 metres south of its intersection with Hereford Street and extending in a southerly direction for a distance of 12 metres, as detailed on Attachment A. This restriction is to apply at any time.
 9. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Colombo Street, commencing at a point 102 metres south of its intersection with Hereford Street and extending in a southerly direction to its intersection with Cashel Street, as detailed on Attachment A.
 10. Approves that these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Councillor Davidson/Councillor Scandrett

Carried

Karakia Whakamutunga: Councillor Davidson

Meeting concluded at 11.28am.

CONFIRMED THIS 2nd DAY OF JUNE 2022

**COUNCILLOR MIKE DAVIDSON
CHAIRPERSON**

7. Salisbury Street Proposed P120 parking changes

Reference / Te Tohutoro: 20/1556945

Report of / Te Pou	Adrian Thein, Project Manager, Adrian.Thein@ccc.govt.nz
Matua:	Kim Swarbrick, Engagement Advisor, Kim.Swarbrick@ccc.govt.nz
General Manager / Pouwhakarae:	Jane Davis, General Manager Infrastructure, Planning & Regulatory Services, Jane.Davis@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to bring the Salisbury Street (Montreal to Durham Street North) proposed P120 (Monday-Friday) parking changes to the Council for their consideration and approval.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by comparing factors relating to this decision against the criteria set out in Council's significance and engagement matrix. The low rating was concluded due to the level of impact on community being a minor change from existing parking provision.
- 1.3 The level of community engagement and consultation outlined in this report is appropriate for the low assessment.

2. Officer Recommendations / Ngā Tūtohu

That the Central City Parking Restrictions Subcommittee:

1. Approves that any previously approved resolutions on the Salisbury Street (Montreal to Durham Street North) pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping resolutions described in recommendations 2-4 below, are revoked. As per attachment B.
2. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes, in accordance with clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 on the south side of Salisbury Street, commencing at a point 135 metres east of its intersection with Victoria Street (outside 52-54 Salisbury Street) and extending in an easterly direction for a distance of 139 metres. This restriction is to apply Monday to Friday, 8:00am -6:00pm.
3. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, on the south side of Salisbury Street commencing at a point 274 metres east of its intersection with Victoria Street and extending in an easterly direction to its intersection with Durham Street North.
4. Approves that these Parking & Stopping resolutions take effect when signage, and road marking, that evidence the restrictions are in place (or removed in the case of revocations).

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

3.1 Preferred Option

- 3.1.1 The preferred option is to change the on street car parking from unrestricted to P120 in front of 54 to 56 Salisbury Street, Monday - Friday. This affects 8 on street car parks. This

change is illustrated on attached Appendix B, “Salisbury Street, and Proposed Parking Restrictions for approval”.

- 3.1.2 This option is supported by the overwhelming majority of submitters who wanted no change to the on street car parking along Salisbury Street. This option allows on street car parking flexibility along Salisbury Street, balancing the needs of residents, businesses and daytime users. The only change is to the installation of P120 in front of 54 and 56 Salisbury Street.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Details of the three other options are as outlined below.

- 4.1.1 Introduce time restricted P120 parking on both sides of Salisbury Street (between Park Terrace and Montreal Street) between 8 am and 6 pm, every day except public holidays.

- The advantage of this option is that the parking restriction with a limit of 120 minutes encourages greater turn over for available carparks for local businesses.
- The disadvantage of this option is that it reduces availability of on-street car parking for surrounding residents.

- 4.1.2 Introduce time restricted P120 parking on both sides of Salisbury Street (between Park Terrace and Montreal Street) between 8 am and 6 pm, Monday to Friday only except public holidays.

- The advantage of this option is that the parking restriction with a limit of 120 minutes encourages greater turn over for available carparks for local businesses while allowing less parking restriction on Saturday and Sunday.
- The disadvantage of this option is that it reduces availability of on-street car parking for surrounding residents.

- 4.1.3 Do nothing option, which keeps existing on street parking as is i.e. unrestricted with the exception of the north end of Salisbury Street (Montreal Street) at P60, 9am – 5pm, Monday to Thursday and 9am - 8.30pm Friday – Sunday. The balance of on street carparking to remain unrestricted.

- The advantage of this option, is that the on street car parking remains unrestricted and as such allows flexibility to the wide range of users.
- The disadvantage of this option is it reduces turnover of availability of carparks along Salisbury Street. Based on the feedback received however, this is not of a concern.

5. Detail / Te Whakamahuki

- 5.1 Formal public consultation was carried out from 14 February to 11 March 2020. Consultation documentation was hand delivered to 250 letter boxes and businesses, emailed to 86 stakeholders, posted to 170 absentee owners, plus 20 copies were made available at both Turanga and the Civic Office, and advertised on Council’s Have Your Say web page.
- 5.2 76 Submissions were received during the consultation period: 19 in support, 55 did not support, two did not indicate either way. This is a good response rate with a high level of opposition to implementing the proposed P120 parking changes.

- 5.3 Consultation documentation included questions to determine if the popularity for changing one block was greater than the other, and to see a breakdown of the types of parking usage. The two tables below show the breakdown of responses to each question.

Would you prefer installation of P120 parking to be...	Number
Park Terrace to Montreal Street block only	4
Montreal to Durham Street block only	4
Both blocks	16
Not indicated (demonstrating they do not like any of the above options)	52

I use Salisbury Street for...	Number
Residential parking (including visitors)	25
Short term parking while I shop or do business	4
All day parking while I go to work	31
Other	16
Not indicated	0

- 5.4 Further analysis of submission responses has been undertaken to determine the levels of support/non-support by the parking user groups. See the table below for details.

The 25 who identified as "residential parking (including visitors)" indicated their preferences as follows:	
support	3
not support	20
not indicated	2
The 4 who identified as "short term parking while I shop or do business" indicated their preferences as follows:	
support	4
not support	0
not indicated	0
The 31 who identified as "all day parking while I go to work" indicated their preferences as follows:	
support	1
not support	30
not indicated	0
The 16 who identified as "other" indicated their preferences as follows:	
support	11
not support	5
not indicated	0

- 5.5 In addition to submitters indicating their overall support or non-support a number of comments arose. These are included in the table below along with the number of repetitions.

Main comments arising that did not support P120 parking installation	Number
Residents/trades people/visiting relatives will be unable to park in front of house	21
Parking is used by workers	16
It is already hard to find all day parking	15
Do not remove all day parking	12
At least make the P120 Mon-Fri only	10
Sufficient time restricted parking is already available and never full	9
Some people have no alternative to driving and need all day parking	8
Proposal is not in keeping with Council goal to bring more people into city	8
If you go ahead resident only parking will be needed	6
Just moves all day parking congestion to the next block over	4
Main comments arising that support P120 parking installation	Number
Support the change to P120	3
Reduction of parking in CBD is good	2
Extend P120 even further (as far as Madras St)	2

- 5.6 Letters have been sent to all submitters advising of the consultation outcome, with a link to the feedback received and regular updates on the decision meeting process.
- 5.7 In response to submissions received the project team have reviewed and made a reduction to the proposed P120 parking area. Now proposing to only install P120 parking on the south side of Salisbury Street between Montreal and Durham Street North. In making this change the Salisbury Street block between Montreal Street and Park Terrace would remain as status quo. Waikura/Linwood-Central-Heathcote Community Board have the delegation for that block and a memo has been provided to update the Community Board.
- 5.8 The Urban, Development and Transport Committee has delegated authority from the Council to make decisions related to city roading within its jurisdiction (this relates to the Salisbury Street block between Montreal Street and Durham Street North).
- 5.9 The 'do nothing' option essentially keeps Salisbury Street parking restriction status quo. In essence the do nothing option is what is recommended with only one change of introducing P120 to the south side of Salisbury Street (no 54 & 56), affecting 8 on street car parks.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment /Te Rautaki Tīaroaro

- 6.1 This report supports the :

6.1.1 Activity: Parking

- Level of Service: 10.3.1 Provide an appropriate number of parking spaces in the central city, so that occupancy is optimised. - 60-85%
-

Policy Consistency / Te Whai Kaupapa here

- 6.2 The decision is consistent with Christchurch Central Parking Plan 2015.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.4 The recommendation to not change parking timing along Salisbury Street does not affect the status quo in regard to climate change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.5 The preferred option maintains existing bus stops, mobility on-street car parking and existing P10, P60 time restricted car parking facilities.
- 6.6 The preferred option does not impact on existing footpaths and or pedestrian crossings.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement has been included as part of the AAC Victoria Street upgrade.
- 7.2 Maintenance/Ongoing costs is \$800 per annum.
- 7.3 Funding Source - not required as changes were made as part of the Victoria Street upgrade (CPMS 18325) as an interim measure to provide short term parking while Victoria Street was refurbish.

Other / He mea anō

- 7.4 Not applicable.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.2 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.




Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.3 There is no legal context, issue or implication relevant to this decision.
- 8.4 This report has not been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 No other risks noted

Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Salisbury Street P120 Public Information Leaflet	21
B 	Salisbury Street Proposed Parking Restrictions for approval	23
C 	Salisbury Street P120 submissions for Council decision	24

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
<enter document name>	<enter location/hyperlink>

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Authors	Adrian Thein - Project Manager Michael Thomson - Transport Engineer Kim Swarbrick - Planner Recreation May Wong - Engineer - Traffic Investigations
Approved By	Oscar Larson - Team Leader Project Management Jacob Bradbury - Manager Planning & Delivery Transport Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management

Name* _____ Postcode* _____

Address* _____

Email _____

If you are the spokesperson for a recognised organisation, please provide:

Organisation's name _____ Your role _____

Hearings are planned for early April 2020 (subject to change). Would you like to speak to the Hearings Panel about your submission? ☐ Yes ☐ No

If yes, please provide a phone number so we can arrange a speaking time with you: _____ * required

Please fold with the reply paid portion on the outside, seal and return by Wednesday 11 March 2020

Fold _____ Staple or tape here _____ Fold

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 the Hearings Panel 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 including extra paper, please make sure the folded posted item is no more than 6mm thick. Or send your submission in an envelope of any size to 'Freepost Authority No. 178'.

Fold _____ Fold

FREEPOST Authority No.178



Attention: Kim Swarbrick
Senior Engagement Advisor
Christchurch City Council
PO Box 73016
Christchurch Mail Centre
Christchurch 8154

HAVE YOUR SAY

Salisbury Street parking changes Park Terrace to Durham Street North

Consultation open until Wednesday 11 March 2020

ccc.govt.nz/haveyoursay



Reason for change

To increase turnover of available parking on Salisbury Street, we propose to introduce time restricted parking to support businesses in the area.

What we are proposing

The current parking on Salisbury Street allows for all day parking. We would like your feedback on the following:

- P120 parking on both sides of Salisbury Street between Park Terrace and Montreal Street, 8am - 6pm, every day except public holidays.
- P120 parking on both sides of Salisbury Street between Montreal Street and Durham Street North, east of the bus stop, 8am - 6pm every day except public holidays.



Salisbury Street between Durham Street North and Montreal Street

Timeline:

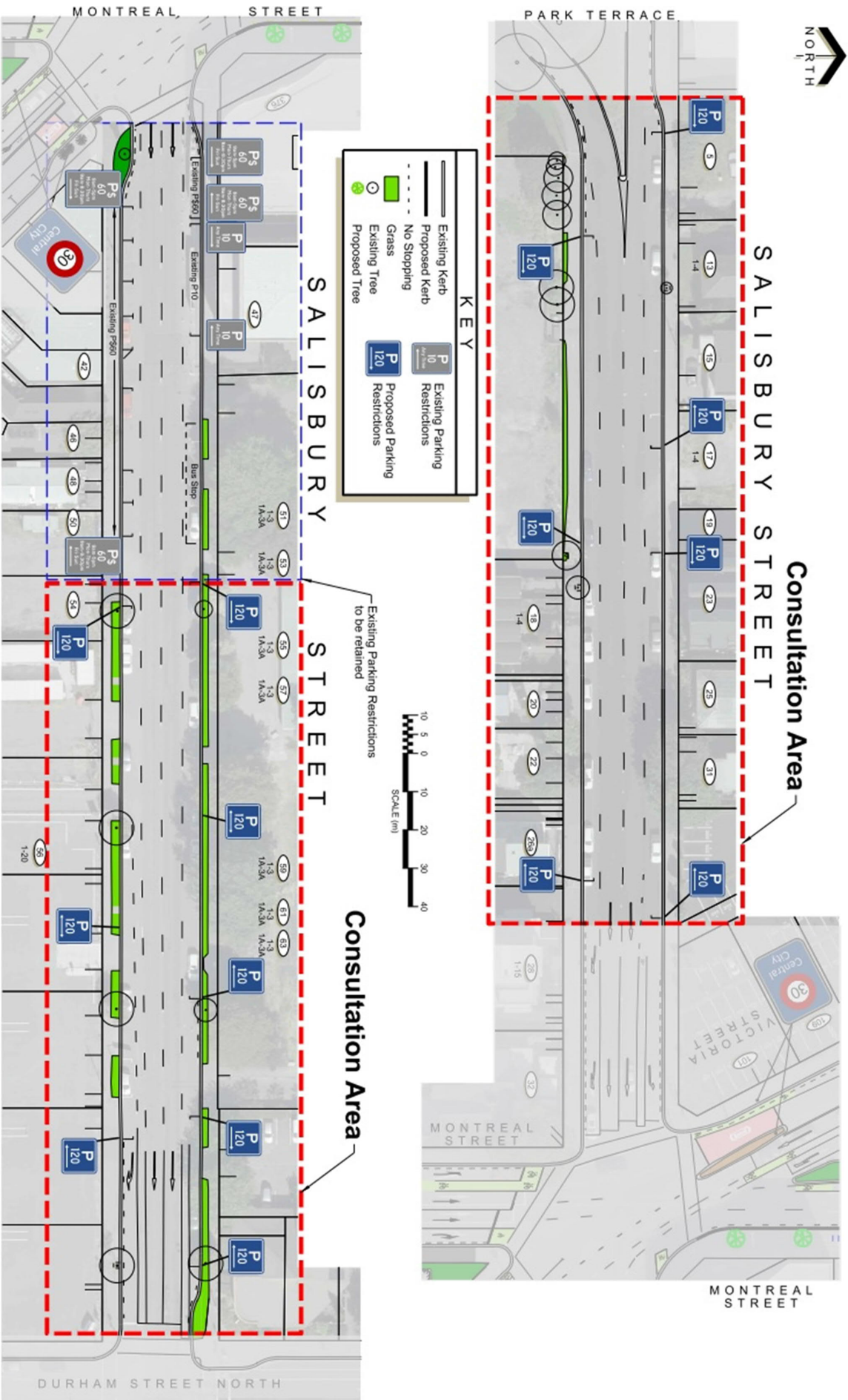


To comment on the plan and find out more

- Go online ccc.govt.nz/haveyoursay or complete the enclosed freepost form and return to:
 - Christchurch City Council,
PO Box 73016, Christchurch 8154
- Speak to Kim Swarbrick
03 941 5176
- Kim.Swarbrick@ccc.govt.nz

Consultation is open until Wednesday 11 March 2020





Salisbury Street proposed parking changes - from Park Terrace to Durham Street North

HAVE YOUR SAY

Salisbury Street parking changes Park Terrace to Durham Street North

Closes Wednesday 11 March 2020

Christchurch
City Council

Save time and do it online ccc.govt.nz/haveyoursay

Do you support the proposed parking changes? ☐ Yes ☐ No

If yes, do you support the proposed parking changes for one block or both? Please indicate

- ☐ Park Terrace to Montreal Street block only
☐ Montreal Street to Durham Street block only
☐ Both blocks

I use Salisbury Street for:

- ☐ Residential parking (including visitors)
☐ Short term parking while I shop or do business
☐ All day parking while I go to work
☐ Other

Any comments?

Christchurch
City Council



Submissions received on Salisbury Street P120 Parking Changes, 18 March 2020

Submission ID	Do you support the P120 changes?	Any comments?	If yes, do you support the P120 for one block or both?	I use Salisbury Street for:	Name of organisation	Suburb	First name	Last name
31517	support	The students of Apollo Power Yoga use short term parking in both Salisbury Street and Victoria Street while they practice yoga at the studio. The upcoming Victoria Street works will remove much of the street parking in Victoria Street. We support the changes to replace short term parking that will be removed from Victoria Street with short term parking in Salisbury Street. This will minimise the adverse effects of the Victoria Street works on the students of Apollo Power Yoga, as well as on the Apollo Power Yoga business and other Victoria Street businesses.	Both blocks	Other	Apollo Power Yoga Limited	Central Christchurch	Apollo Power Yoga Limited	Apollo Power Yoga Limited
31424	support	Vital for businesses survival given proposed removal of Victoria St car parking	Both blocks	Other	Commercial Toys Ltd t/a Belle Interiors	Central	Colin	Foggo
31651	support		Both blocks	All day parking			Mon	
32468	support	I try not to drive into town as much as possible, both because I wish to reduce my environmental impacts and parking is a nightmare a lot of the time. I hope others will think like me when it comes to parking. Reduction of parking length may reduce the potential for people to drive into town as it's a limiting timeframe - potentially encouraging use of public transport, or alternatives to cars.	Both blocks	Other		Christchurch	Lucy	Hayes
32295	support	I walk along the street to go shopping. If I drive I park in a parking garage. Reduced parking in the cbd is good. Ppl should park in parking garages or parking lots designated for cars and leave the streets to the people. These short term spots can be used by those who need a close park such as elderly, disabled and those with small children.	Both blocks	Other		St Martins	Katie	Simpson
32286	support	I suggest that these restrictions could be extended further east to Madras St, as residents and visitors as far east as Barbados Street have trouble parking outside their homes for short periods during the day. Although I chair the Moa Neighbourhood Group, this is a personal submission.	Both blocks	Other		Central	Barry	Brooker
32268	support	Road reserve should be for moving people rather than storing private vehicles all day. The more we push people out of their cars the better our city will be.	Both blocks	Other		Cashmere	Emily	Cambridge
31652	support	As a landlord of a property on Salisbury, we believe in ensuring some parking is available for residents	Montreal to Durham only	Other			Jane	Marshall
31443	support	I suggest that the parking changes are only for weekdays from 8am-6pm and not weekends or public holidays. I don't think there is any problem with parking being allowed in the weekends for longer lengths of time. I think the parking changes should only be for week days and not weekends and public holidays. There is no problem parking down there for longer in the weekend.	Both blocks	Other		Christchurch	Wendy	Fergusson
31401	support	I would like to suggest that there is some residents only parking (with a purchased permit) introduced in these two areas if restricted parking is put in place.	Both blocks	Other		Christchurch	Sue	Allard
31367	support	We live on the corner of Park Terrace and Salisbury, we support the initiative but have some concerns to raise . The speed of cars coming off Park Terrace on to Salisbury makes it dangerous for pedestrians to cross Salisbury, we would propose the speed limit is reduced . The state of the footpaths along Salisbury is in very poor repair . Cyclists crossing Park Terrace to get to Salisbury are at risk, especially when school is out, there is not a suitable crossing for them Thankyou	Both blocks	Other		Christchurch	Kenneth	Malone
32308	support		Both blocks	Residential parking		Christchurch	Bruce	Goodland

Submissions received on Salisbury Street P120 Parking Changes, 18 March 2020

31467	support	Would like to see a vast improvement in landscape design in Salisbury Street/ Park Terrace junction	Both blocks	Residential parking		Central Christchurch	Margaret	Lucas
31440	support	The Park Terrace to Montreal area is full of multi unit dwellings that have limited onsite parking already. It would make it impossible for second cars and/or visitors to find a park. There is already a car park on the corner for workers to park in during the day and then that becomes paid for parking after work hours for all others visiting Victoria street for the dinner/bars. The Montreal to Durham area would be better for this proposal as its more of a commercial area; no houses. If the time limit was just Monday to Friday that would be better again	Montreal to Durham only	Residential parking		Central City	Aimee	Dodge
32430	support	Also ticked (Residential parking (including visitors) I would like to see the parking restrictions increased from Park Terrace to Barbadoes Street this would be helpful to the community & business consider 7am - 7pm		Short term parking			Canterbury District Health board	Lynette Stenning
31752	support		Both blocks	Short term parking		City	Peter	Walters
31427	support	Although I live within walking distance of these blocks there are times when I would like to be able to park there for a short period of time to visit a cafe or shop. Currently, that is usually impossible. It must be very discouraging for Victoria Street businesses, and the Casa Massima cafe on Salisbury, to have their custom restricted because the parking is taken up by those who park all day. However, as I live in Gracefield Avenue, I am very conscious of the problem caused in this street by all-day parking; I believe that there should be exploration of a "residents-only" parking permit system for the residential streets of this neighbourhood ie Confence, Peacock, Beveridge Streets and Gracefield Avenue.	Both blocks	Short term parking		Christchurch Central	Rae	James
31409	support	The city centre is no place for free parking with no time restrictions on it. It harms long term population health, area amenity and the environment, as well as locking us into an economically expensive car dominant culture.	Both blocks	Short term parking		Christchurch Central	Cameron	Bradley
32050	do not support	We have enough on-street metered parks on Victoria St that don't get used. These parks are often empty! This is no necessary and a waste of tax payers money. Improve public transport before doing this. Majority of people who need this park are people with who work. Don't be greedy.		All day parking	Maria Bermoy	Christchurch Central	Maria	Bermoy
32048	do not support	The parking round the city is ridiculous! Most people at my work drive round for 20 minutes trying to find a park having to pay \$10 a day or keep moving there car. There have been more people in our offices yet the parking seems to be getting less not more. If anything we need more parking round the city for more reasonable prices		All day parking	Nexia Christchurch	Merivale	Amber	Swann
32046	do not support			All day parking	Nexia New Zealand	St Albans	Hazel	Coughlan
31385	do not support			All day parking	Nexia New Zealand	Christchurch Central	Georgia	Tuuta
31581	do not support	Due to the lack of viable parking alternatives for my staff to park near our workplace, many use Salisbury Street for all day parking while at work. Making this area 120 will mean staff have to walk even further to get to work. This problem is symptomatic of Council reducing the number of free parks in the city believing instead that people will bike or take public transport. This will not happen. Maybe Council would like to increase the number of parking buildings which may in turn reduce costs due to an increased supply?		All day parking	Otautahi Community Housing Trust	City	Jason	Pegley
32052	do not support	Salisbury Street and the surrounding streets are home to many businesses - an overwhelming majority of these would be offices and a very small amount would be shops. Staff around this area use all day parking while they are at work. There are sufficient time restricted car parking spots for those wishing to visit the few shops around. More businesses have and are coming into this area and over the years parking spaces have been removed or converted to time restricted spaces. This combination has obviously increased pressure and competition around the area with regard to finding an all day park. Often I drive around for 20 minutes trying to find a free all day parking spot - which is already a long waste of time. I do not have alternatives to driving a car - I cannot bike nor take public transport		All day parking		Hornby	Joy	Mead

Submissions received on Salisbury Street P120 Parking Changes, 18 March 2020

		into work. Please do not take away the all day parking currently available on Salisbury Street, there are enough time restricted parking spots around as it is. Thanks.						
32051	do not support			All day parking		christchurch central city	mitch	green
32049	do not support	Parking is already at a premium around this area, we regularly drive around for 20 minutes plus trying to find a suitable carpark. it is very stressful trying to find a carpark currently, if more parking is changed to timed this will become even harder.		All day parking		Hornby	Ange	Mulligan
32007	do not support	I park in Salisbury Street on average about once a week while I go to work at the other end of town, so I really enjoy the walk through the city. The parking has already changed along there, with not as many parks as previously, so I am surprised to see such proposed changes on a street a wee distance from the CBD. I do not feel there are sufficient businesses along there to require short term parking for them. The Casino has its own vast parking area and also provides general short term parking for the area. There is an Italian restaurant with a hairdresser behind it facing out on to Victoria Street, but they both have parking of their own. However I further see both these businesses fall outside of the Consultation area. There are no other businesses along the whole stretch of road between Durham Street North and Montreal Street, which is where I park, to require short term visitors. I believe these parks would probably sit empty if they became 120 minute parking zones, which would be a pity.		All day parking		Harewood	Lorraine	Wentworth
31685	do not support	There seems to be less and less available free parking in the vicinity of the city for people who work in town. I work for a government agency, do not earn enough to pay for parking everyday and have after work commitments (family etc.) that I need to get home for - this makes the 45 min bus ride to my home unrealistic on most days. There needs to be consideration of the people working in the city not just those supporting businesses		All day parking		Parklands	Victoria	Marsh
31587	do not support	There is a shortage of parking in this area. There is usually parking available on Victoria St for shoppers		All day parking		Christchurch Central	Ian	Watson
31511	do not support			All day parking		Christchurch	jenny	horsfall
31489	do not support	The Council has made parking in the city extremely unaffordable and difficult. We are trying to build an innovative city centre where people want to visit, however, people do not want to visit the city when it costs as much as it does and you're proposing to increase the cost. This also makes it unattractive for businesses to move back into the city. We do not earn enough to pay parking daily and Wilson's is extortionate and everywhere unfortunately. Make it appealing to come to the city!		All day parking			Megan	Brown
31487	do not support			All day parking		Hoon Hay	Jemima	Snook
31484	do not support	It is very difficult as it is to find cheap/free all day parking for working in the city centre. I do realise that there is paid parking in town. However, this can range anywhere from \$8 - \$15 a day and for 5 days a week this is not a cheap habit to start! I also realise that there are buses that we are being encouraged to take to work and back but for people with after work activities they need to get to and children that need picked up from day care/school at would could be any hour of the day, this would not be a practical option for them. We should be encouraging short-term visitors to the city centre to park in paid parking facilities. However, these should be at an affordable rate so that they are appealing to park in. I know it is the easy option to change the free all-day parking option on Salisbury street as this only affects people who work full time in the city centre and have no choice but to continue finding parking spaces. However, there are more practical options that will keep both long-term and short-term visitors happy. There are a lot of empty lot spaces available throughout town that can be made available for parking and also a lot of car parking lots who's pricing can be made significantly lower.		All day parking		Spreydon	Naomi	Woutersen
31482	do not support	Parking in the CBD is already at a premium, even starting work at 7am. We carpool where possible, and don't want to be in the situation where we are coming to work earlier and earlier just to get a park. The bus routes from my location do not make getting to work an easy process, and we carpool wherever we can.		All day parking		Casebrook	Sophie	Foote
31481	do not support	The bus service from my home to town is terrible, I have to catch 2 buses to get to work and it takes over an hour		All day parking		Halswell	Wendy	Craig

Submissions received on Salisbury Street P120 Parking Changes, 18 March 2020

31476	do not support			All day parking		Halswell	William	Hamilton
31475	do not support			All day parking		Halswell	Bree	Bartlett
31458	do not support	We have 20 staff that every day have to look for parking as we work in Victoria Street. The parking situation in the city is diabolical and if you are wanting patronage back into the city in weekends and at night time, there needs to be some incentive and putting restricted parking every where in town, is not doing this!! at least make the parking Monday - Friday and weekends free - old people trying to work the parking metres, its a nightmare for them.		All day parking		Christchurch	Paula	Hartley
31387	do not support	If these proposed changes happen where should everyone who works in the area park? They say they are doing this for the businesses in the area but what about the people who work for these businesses?? Sounds like a money grab to me. Salisbury Street doesn't even have that many businesses, its mostly apartments. where should they park?		All day parking		Christchurch	Alicia	Calles
31378	do not support	There are already plenty of P120s around the area which are often empty during the day. There are also always free metered car parks down Victoria Street. Businesses in the area also already have customer car parks in the area. There is no current issue with parking in the Salisbury Street area. The area is half made up of businesses operating during the day and restaurants and hospitality open at nights and in weekends. There are not enough paid parking options in the area that are affordable. There will be more cars parked outside peoples residences in the near area if this change was to go ahead which has the following issues associated: - Security - vehicle and personal on long walks from the city at the end of the day - Residents will not be able to get parking outside their homes during the day - Busy residential roads with noise and congested traffic in mornings and early evenings		All day parking		Christchurch	Chris	Smith
31377	do not support			All day parking		Mairehau	Holly	Mahon
31376	do not support			All day parking		St Albans	Jess	Hibbert
31375	do not support			All day parking		Halswell	Claire	Shingleton
31373	do not support			All day parking		Halswell	David	Abbott
31371	do not support			All day parking		Burnside	Abbey	McCarthy
31370	do not support			All day parking		Rangiora	Jessica	Skerten
31368	do not support	I don't always park in this area but what businesses need the parks. This is total rubbish. If you look at the parks on Victoria Street and the angel parking on Peterborough Street they are hardly ever fill. This is just another CCC money making scheme. I live in Leeston and you only provide one bus a day. I work till 5.00 pm and the bus leave the exchange at 4.40 pm. How the hell am I meant to use this? I do not believe that you are doing this for any other reason that to make money. The parks will be empty. Please don't do it. Thank you		All day parking		Leeston	Theresa	Murphy
32047	do not support	If you are wanting to close off all parking on this side of the town, there needs to be a reasonable multi story car park on this side of the town. there is already no parking around. office workers are regularly rotating between p60 parks during the day as there are no other reasonable options.		Other		edgeware	Michael	Campion

Submissions received on Salisbury Street P120 Parking Changes, 18 March 2020

31639	do not support	We live on Conference Street and there are already people from surrounding businesses parking from 7 am on Conference Street. Further restricted parking will push parkers onto side streets. The perennial problem of inadequate all day parking at businesses and underuse of the public transport system continues. Please tie this in with the whole transport strategy (Park and ride? / Shuttle?). I note no cyclist lanes to cope with even the existing parking provision. Surrounding businesses need to be rated/ charged for the number of people they employ without public transport/ parking.		Other		Christchurch Central	Jenny	Keightley
31512	do not support	My staff require parking in this area while at my office, so this will adversely affect them. There is a huge lack of parking in the Christchurch CBD both paid and unpaid. If there were better and cheaper options for CBD workers you wouldn't have so many vehicles parked on the outer CBD limits. I don't believe that restricting parking time to 2 hours is the answer, it will create more issues and frustrate already frustrated rate payers. If you are intending to attract people back into the CBD this will not help. 2 hours on the outskirts of the CBD is not enough time to walk into town and enjoy all it has to offer.		Other		Christchurch	Phil	Lamberg
31384	do not support	Please leave it as it is, you are making far too many changes to the inner city. We have lived in this area since 1988 and know it well. It works perfectly as it is.		Other		Christchurch Central	Martin	Donnithorne
31506	do not support	As parking is limited to visitors (in an apartment block), it is good to know they can park on the street & not have to 'clock watch' a timed parking system. Traffic comes around the corner from Park terrace into Salisbury Street at high speed - there should be a 30 k sign on Park terrace heading south.	Montreal to Durham only	Other		Central City	R E	Bush
32480	do not support	As Salisbury Street between Park Tce and Victoria Street is residential I feel it should remain like this. Spagalimis on the corner of Montreal and Salisbury has parking off Montreal Street for customers. If it is a given these changes are going ahead then from Montreal - Durham is OK as is more business focused. Plus residents should have a residency parking permit / ticket for on road parking to cater for large households and visitors & it should not apply to weekends.		Residential parking		Central Christchurch	Frances	Roake
32472	do not support	The proposal is inconsistent with the CCC to increase the number of people living in the central city. There are a number of properties in scope for the proposed changes that do not have off site parking. There are also property owners that have damaged residential property that cant be rented out and who are yet to resolve issues with eqc. This proposal would make it more difficult or impossible for them to get residents parking outside their property once it is able to be lived in again. I recommend the parking use its own property to increase parking options in this area, ie the empty council housing complex rather than further disadvantage the so called desired inner city residents and their visitors.		Residential parking		Sydenham	Toni	Gutschlag
32465	do not support	I own a property in two flats on Salisbury St. Because we have no space for off-street parking or vehicle crossing we had two resident's parking spaces on the street outside my house. One for each residence. These have been unused since 2011 which is fair enough as no-one was able to live in the flats. I am currently still in talks with EQC and SR regarding repairs. I am concerned that I will lose the ability to access the residents parking zone entitlement if the proposed parking changes go ahead. I am concerned there will be problems of access whenever we have tradespeople doing work or visitors to the flats. Most of the block between Park Tce and Montreal St is residential. Very few other Christchurch residents have restrictions on parking outside their properties. Residents are worried that this is only a step toward metered parking. On the block between Montreal and Durham St there is a large carpark offering two hours free parking. There is vacant land on the North side of Salisbury St which could be used for parking. I have heard no complaints from businesses regarding parking but perhaps they could give coupons for use in those carparks.		Residential parking		christchurch	John	Rouch

Submissions received on Salisbury Street P120 Parking Changes, 18 March 2020

32438	do not support	<p>We are living in a high density living zone for residential purposes. NOT business purposes. This parking is not actually intended for the businesses around our home. There is always ample parking along Victoria and Montreal streets but these parks are not filled as the Council is charging too much per hour.</p> <p>We live in a 5 bedroom villa at XX Salisbury street. We have no garage and parking for two cars. When our children acquire cars in the future, where are they going to park?</p> <p>We are social people with friends and family visiting daily. I would like to be able to have visitors stay as long as they wish without being restricted to a two hour visit. One of the main reasons for us moving into the city was to be able to park the car up for the weekend and walk or bike into the city centre with our friends and family. If the parking is restricted for us as residents we will not be free to do this.</p> <p>The businesses around us have been built (very recently) with no adequate parking for the staff. The problem is that the large office buildings need to provide parking for their staff! NOT the rates paying residents giving up their parking!</p> <p>In the weekends the Park end of Salisbury street is virtually empty. 120 Parking in the weekends is not necessary!</p> <p>As a solution, I think that as residents, we could have a pass per household vehicle, which makes us exempt from the parking restrictions. This could be a card or sticker we display on our dashboard or windscreen.</p> <p>I am hoping this is a proper consultation and that you have not already made up your minds about this. This will greatly effect our lifestyle and if you are wanting to bring more residents into the city centre you need to look after them.</p> <p>Thank you. Feel free to contact me any time</p>		Residential parking		Central City	Jade	Leung
32437	do not support	<p>We are living in a high density living zone for residential purposes. NOT business purposes. This parking is not actually intended for the businesses around our home. There is always ample parking along Victoria and Montreal streets but these parks are not filled as the Council is charging too much per hour.</p> <p>We live in a 5 bedroom villa on Salisbury street. We have no garage and parking for two cars. When our children acquire cars in the future, where are they going to park?</p> <p>We are social people with friends and family visiting daily. I would like to be able to have visitors stay as long as they wish without being restricted to a two hour visit. One of the main reasons for us moving into the city was to be able to park the car up for the weekend and walk or bike into the city centre with our friends and family. If the parking is restricted for us as residents we will not be free to do this.</p> <p>The businesses around us have been built (very recently) with no adequate parking for the staff. The problem is that the large office buildings need to provide parking for their staff! NOT the rates paying residents giving up their parking!</p> <p>In the weekends the Park end of Salisbury street is virtually empty. 120 Parking in the weekends is not necessary!</p> <p>As a solution, I think that as residents, we could have a pass per household vehicle, which makes us exempt from the parking restrictions. This could be a card or sticker we display on our dashboard or windscreen.</p>		Residential parking		City Central	Sam	Russell

Submissions received on Salisbury Street P120 Parking Changes, 18 March 2020

		I am hoping this is a proper consultation and that you have not already made up your minds about this. This will greatly effect our lifestyle and if you are wanting to bring more residents into the city centre you need to look after them.						
		Thank you. Feel free to contact me any time						
32427	do not support	<p>As a property owner on Salisbury Street, and having lived on the street for many years I have the following comments.</p> <p>Between Park Tce and Montreal this is all residential, always has been. Parking for owners and visitors is a fair expectation given it has been like this for many decades regardless of businesses activities on Victoria Street.</p> <p>What has recently changed is all the new office buildings & workers on Victoria street who take all the free parking, and use it all day, creating the shortage.</p> <p>So the very business that you are trying to help, are implicit in the problem with its staff using parking all day.</p> <p>I request that resident only parking is implemented and enforced from Park Tce to Montreal Street.</p> <p>Thank you.</p>		Residential parking		Christchurch	Simon	OCONNOR
32401	do not support	The follwoing comments relate only to that portion of Salisbury Street between Park Terrace and Victoria St. Whilst people working in offices on Victoria St park on Salisbury Street all day this only occurs Monday to Friday. During weekends the extended parking is for the most part only by residents living on the street. When this occurs there are still ample other parks available (except for the times there are family events on at North Hagley Park) in Salisbury Street for visitors to the area to use. At weekends there are also parks available in the car park at the corner of Salisbury and Victoria Streets. These are leased by businesses Monday to Friday during working hours but are available for the public to use druing the evening Monday to Friday and all day Staurday and Sunday. As such, there is no need to limit parking on Saturday and Sunday. If it is deemed necessary to limit parking on the portion of Salisbury Street in question this should be Monday to Friday only rather than the proposed 7 days a week. Being a family the off street parking we have available is not sufficeint and we would prefer to remain in the Central City (where we move to just over 12 months ago) rather than be pushed out back to the suburbs because we can no longer park outside of our property.		Residential parking		Central City	Greg	Dewe
32388	do not support	I use the western end of Salisbury St for residential parking when our off street parking is all in use. If we have visitors or family visiting we use on street parking. Putting parking restrictions in this area would be an imposition on residents. This would be just another factor discouraging inner city residential use. Parking meters & restricted time parking create traffic "churn" which is very undesirable in a residential area. Business interests would be better served by decreasing rates and improving public transport.		Residential parking		Christchurch	Dennis	Cottle
32386	do not support	As a family with teenage children and cars, there is not enough space to park in the garage. With these changes it will make it impossible to park our cars out the front of our house for an extended time if necessary. The Council is trying to bring high density living into the city, however with this new proposed changes this will make it unmanageable for our families parking situation	Park Tce to Montreal only	Residential parking		Christchurch Central	Christina	Bennett
32020	do not support	<p>I had previously commented on the proposed change, but I have since found out the council intends to do away with 32 car parks in Victoria street. This actually makes a nonsense of the reason for changing the existing all day parking on Salisbury St, ie "to support businesses in the area"</p> <p>I would have thought that if you wanted to support the businesses in Victoria street you would not be removing the existing parking</p> <p>As a rate paying resident I strongly reject the proposed changes to both Victoria and Salisbury street. It looks to me</p>	Park Tce to Montreal only	Residential parking		Christchurch	Mike	Pascoe

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		like the local residents need to feel the pain, due to the original decision to remove the parking in front of the local businesses						
31999	do not support	I live in the housing complex which I used the Salisbury Street for parking. I feel that it should not change, as they is no other parking around without paying for it. There has been no problems until this arrived which is going to annoy quite a few people. Money seems to be with parking.		Residential parking		Christchurch Central		
31904	do not support	1. The Council wishes to increase the number of city residents. This proposal benefits ? businesses, not residents. 2. I am elderly and have elderly friends who visit for periods of more than 2 hours, & need on-street parking. We cope but do not want more traffic movements which short term parking would create for road users including visitors 3. It is dangerous enough at times to access our on-site parking. Encouraging short term parking would exacerbate this for us.		Residential parking		Central City	Margaret	Cottle
31686	do not support	Current all day parking is not inconvenient for us living here. We occasionally need to use it for parking longer than 2 hours		Residential parking			Liang	Jiang
31684	do not support	* I like visitors having no restrictions * I believe hospital staff use this area for parking & I fully support them having access to close safe parking		Residential parking			Tom	Davies
31498	do not support	A lot of people park there for sporting commitments - this wouldn't be enough time for them. Some residents have nowhere else to park and this is actually a residential area. Residents need to be able to come and go.		Residential parking		Christchurch	Jacqueline	Pascoe
31488	do not support	Family members visiting park on Salisbury St - they should not have to pay to visit family. The CCC want people to come in to the inner city but the Council is keeping them away by increasing parking costs & adding signs to streets. People go to the malls now as long term parking is free	Montreal to Durham only	Residential parking			Anne	Winter (Bysh)
31483	do not support	Changing parking times will make it difficult for residential visitors to stay for longer periods e.g. Mother who has a disability issue		Residential parking		Christchurch City	Jonathan	Ling
31472	do not support			Residential parking		Christchurch Central	Massimo	Rinaldo
31471	do not support	We live in the Salisbury Street and we park our second car on the street. Time restrictions - especially during the weekend (during the week the car is parked between 5.30pm and 6.30am) - will affect us. If you want to improve the number of people living in the city centre, parking for residents should be considered.		Residential parking		Christchurch Central	Viviana	Zanetti
31383	do not support	I Fail to see the need for the proposed change. Firstly, on any given day there are 20+ carparks available in the current P60 slots on Victoria street between Salisbury and Peterborough and the P180 slots on Durham between Salisbury and Peterborough. Secondly, on the weekends parking quite often is taken by families or sports people using the park, 2 hours is not long enough for them	Park Tce to Montreal only	Residential parking		Christchurch	Mike	Pascoe
31505	Not indicated	Please consider the residents of this area and the visitors they have. Parking should be allowed for residents any hour of the day and not restricted to 2 hours & then moving the car. The limits proposed should not be in force on the weekend for any car. Salisbury to Montreal from park Terrace is not used for parking on the weekends during the day for extended hours at present.	Park Tce to Montreal only	Residential parking	Icon	Christchurch Central	G	Bennett
32396	Not indicated	We are residents on Manchester Street - and are finding it increasingly hard to find parking for residents cars. I am sure Salisbury Street residents feel the same. If you are going to keep on allowing Developers like Williams Corporation to be able to build their cheap investor properties without parking provided - you are going to increase the difficulty of getting locals to relocate and come in to town with no proper allocations for parking. We have two Developments at the moment on Manchester Street - not only do you have them blocking all available car spaces for their trade vehicles - they are also not moving their cones at night allowing residents to park on the		Residential parking			Sue	Lyng

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		<p>street. There seems to be no monitoring by Council of their illegal parking and we also have smart workers - who park at 7am on Manchester Street who work in the city and it is a short walk for them to get to work.</p> <p>I don't feel that you should penalise locals by having parking meters 7 days a week - 5 days - Monday to Friday 7am - 6pm - allows residents and visitors to park on Salisbury and Manchester Street.</p> <p>As the Council your whole goal was to get locals back into the City - well we have - but you are not making it easy.</p> <p>Where was the local letterbox drop for this consultation - where were the Council workers on this Committee - coming and talking to residents about the issues????</p>						
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