

Draft Central City Parking Policy

Questions & answers

General questions and answers about the parking policy	
Why is the Council developing a new parking policy?	<p>The Central City Parking Policy will replace the Central City Parking Plan 2015. The new policy provides an opportunity to:</p> <ul style="list-style-type: none">• ensure the policy reflects the Council’s Community Outcomes.• provide a framework for better parking management• address a number of areas where the existing plan does not provide sufficient guidance, and• improve alignment with the Suburban Parking Policy 2019, where appropriate. <p>A stronger policy direction will ensure that parking policy aligns with our priorities and Community Outcomes, and supports a consistent, evidence-based approach across the central city.</p>
What does the draft parking policy propose?	<p>The proposed goals of the draft Parking Policy are to:</p> <ul style="list-style-type: none">• Promote 85% occupancy of parking spaces in the central city at peak times• Support GHG emission reduction targets• Support high amenity off street parking that makes efficient use of space• Support a vibrant, people-centric, central city, and• Improve our parking data and information.
What changes are proposed under the draft policy?	<p>The scope of the draft policy covers on-street parking, Council-owned off street parking, and temporary surface parking lots. The draft policy provides a framework to enable the Council to manage parking more effectively and guide decision-making by staff. See below for a summary of the policies in the framework.</p>

Summary of policies in draft Central City Parking Policy

Policy	Title	Description
1	General prioritisation of on-street space	Policy 1 provides a generalised framework for prioritising on-street space, subject to Policy 2.
2	Considerations to guide a departure from prioritisation under Policy 1	Policy 2 sets out the minimum considerations which should be taken into account when departing from the prioritisation framework in Policy 1.
3	Improving access for those with restricted mobility	The Council will introduce a range of measures to improve the provision of parking for people with restricted mobility.
4	Apply parking management criteria in areas of high demand	In areas of high parking demand, on-street parking will be managed on a case-by-case basis, in accordance with the criteria in this Policy.
5	Consider residents' exemption parking areas where the criteria are met under Policy 4	When the occupancy criteria are met under Policy 4, the Council would be able to consider the introduction of residents' exemption parking areas, alongside time-limit restrictions for other vehicles. Each area would be considered on a case-by-case basis, taking account of what other parking options are available for residents.
6	Generally retain existing resident-only parking areas but do not permit new resident-only areas	The Council will not introduce new resident-only parking areas but will generally retain existing ones. In areas of no or low demand, the Council will undertake a review to determine whether resident-only spaces should be retained, reduced, or removed.
7	The Council will not generally provide off-street parking	In areas of high parking demand where issues have not been resolved through restrictions under Policy 4, the Council will generally consider a full range of alternative options rather than spending rates to provide further off-street parking buildings.
8	Deter private business from using on-street parking through the application of restrictions	The Council will continue to prohibit private businesses from using on-street parking to store vehicles on the road, as per the Traffic & Parking bylaw 2017.

9	Support the provision of parking for sustainable alternatives to petrol or diesel vehicles, to encourage greater use of these modes	The Council will support the provision of parking for sustainable alternatives to motor vehicles, to encourage greater use of these modes. Alternatives include bicycles, micromobility devices, electric cars, car share, and motorcycles.
10	Support and adopt advances in parking management technology to improve parking outcomes	The Council will support and adopt advances in parking management technology where possible.
11	Review the role of temporary surface parking lots	The Council will review the role of temporary off-street surface parking, including whether any changes are required in the District Plan.

Questions asked during targeted pre-engagement on the draft parking policy

<p>How does the Council influence and manage parking in the central city?</p>	<p>The Council performs several important and distinct roles when it comes to parking in the central city as follows:</p> <ul style="list-style-type: none"> • As a provider: The Council manages all of the on-street spaces and two off-street parking buildings (Lichfield Street Car Parking Building and the Art Gallery Car Parking Building). • As a manager: The Council’s parking compliance officers monitor and enforce Council-provided spaces on-street and off-street (Lichfield Street Car Parking Building and the Art Gallery Car Parking Building). • As a regulator: The Council has a statutory responsibility as a consenting authority under the Resource Management Act 1991 and Building Act 2004. This is to ensure developments comply with the objectives of the District Plan, and to manage the environmental effects that may arise from development. • As a facilitator: The Council has an interest in ensuring the social, cultural, economic and environmental success of the central city. Where parking can play a role, the Council can help coordinate development to ensure parking outcomes contribute to wider strategic objectives (such as ensuring rates are affordable and sustainable and accelerating the momentum the city needs); for example, through facilitating shared parking. <p>The Council currently provides and manages around 20% of the parking supply in the central city, with the private sector providing and managing the other 80%. The Council can have a regulatory and facilitation role even where it does not provide or manage parking.</p>
<p>What data does the Council currently keep and what data is the Council still collecting?</p>	<p>We have a good overview of the number of car park spaces available in various places in the central city, and we’re reviewing and refining the figures set out below. We’re also currently collecting further data to give a better breakdown of where the car park spaces are located, particularly in relation to retail areas. Once we have this information we’ll be able to establish the number and type of car parks in any given area.</p> <p>The Parking Policy plans for improved management and data collection in the future. We will include the refined data and spatial breakdown in the draft Parking Policy when it is released for consultation in early 2021.</p>

<p>What is the breakdown of car park spaces in the central city (on street/off street and public/private)</p>	<p>With currently available information (note the continuing improvement of this data) gathered from a number of sources, we estimate:</p> <ul style="list-style-type: none"> • Approximately 35,000 car park spaces in total. • Approximately 6,700 on-street car park spaces. • Approximately 28,500 off-street car park spaces. • Approximately 18,500 private off-street car park spaces (for example, employee and customer parking). • Approximately 10,000 public off-street car park spaces.
<p>How many car park spaces are currently operating under a temporary permit, and how many are currently operating under a Council consent?</p>	<p>This is point in time data which is subject to change.</p> <p>The most recent estimate suggests there are approximately:</p> <ul style="list-style-type: none"> • 1,300 car park spaces (in 31 parking lots) under a temporary permit, • 2,000 car park spaces (in 74 parking lots) operating under a consent, 1,900 of which are subject to an expiry date. • 3,400 car park spaces (in 122 parking lots) for which no consent or temporary permit was recorded at the time of assessment. <p>Information is not readily available on the number of car parks that have previously operated under a temporary permit and now have a consent, but given that these permits do not expire until 30 June 2021, it is unlikely that consents will have been sought.</p>
<p>What is happening to the unconsented car parks that have been identified?</p>	<p>The Council is sending letters to all landowners and operators of identified unconsented sites in early December, advising them that they need to cease operating or apply for, and be granted, a resource consent within 90 days. Those who do not comply will be followed up with a view to escalated enforcement action.</p> <p>The Council wrote to all Temporary Accommodation permit holders in September 2020 to advise them of the deadline of 30 June 2021 to cease or apply for, and be granted, a resource consent to operate a car park facility. Following the expiry date, where sites continue to operate, we will be following up with a view to escalated enforcement action.</p>

<p>What is the role of the District Plan in prescribing the number of on and off- street car parks in the central city?</p>	<p>The District Plan only sets rules for off-street parking, not on-street parking. Under the District Plan, up to 50% of a central city building can be used for parking, and vacant sites used for car parking require resource consents.</p>
<p>What is the Council’s policy on enforcement for metered and time restricted parking?</p>	<p>There is no set policy in relation to the issuing of parking infringements. The Council’s parking compliance team are responsible for managing all metered and time restricted parking to ensure fair and equitable parking and safe access to the retail precinct, which is achieved through the issuing of infringement notices. To manage this efficiently, parking compliance officers try to have a consistent approach to enforcement by monitoring all areas equally on a regular basis, regardless of how many vehicles are parked there.</p>
<p>When will there be totally remote management of parking charges?</p>	<p>The Council is looking into how technology can assist with enforcement. However, there is currently no plan to go to a totally remote enforcement model. We’re also looking at technology to help people find parking spaces more easily.</p>
<p>How much on-street car parking has been removed in the central city since the earthquakes? Is the Council responsible for replacing what has been removed?</p>	<p>We know there are significantly less on-street parking spaces in some areas of the central city, because we have closed a number of roads to accommodate anchor projects.</p> <p>When we make changes to the layout of a street we take into account trade-offs between space for different modes of travel and space to create an attractive street where people want to spend their time. See question 10 below for details about further off street parking the Council is planning.</p>
<p>Is the Council planning to provide more off-street parking?</p>	<p>In 2015 the Council developed the Christchurch Central Parking Plan, which outlines the priority locations for parking buildings. A number of new buildings have been built by private providers and the Council. The Council is looking to facilitate the construction of a parking building in the Performing Arts Precinct to support the Court Theatre in the precinct and other nearby facilities such as Te Pae (the Convention Centre) and Tūranga. The Council currently has no plans to build any further parking buildings in the central city.</p>