

# Have your say

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## Draft Christchurch Central City Parking Policy

Our policy for how we use space for parking and provide safer and more people-friendly streets.

Tell us what you think by Monday 22 February 2021.

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



# Contents

Goals .....	5	<b>Policy 6:</b> Generally retain existing resident-only parking areas but do not permit new resident-only areas .....	13
The policies .....	6	<b>Policy 7:</b> The Council will not generally provide off-street parking .....	14
<b>Policy 1:</b> General prioritisation of on-street space .....	7	<b>Policy 8:</b> Deter private business from storing vehicles on the road .....	15
<b>Policy 2:</b> Considerations to guide a departure from prioritisation under Policy 1 .....	9	<b>Policy 9:</b> Support parking for sustainable alternatives to petrol or diesel vehicles, to encourage greater use of these modes .....	15
<b>Policy 3:</b> Improving access for those with restricted mobility .....	10	<b>Policy 10:</b> Support and adopt advances in parking management technology .....	16
<b>Policy 4:</b> Apply parking management criteria in areas of high demand .....	11	<b>Policy 11:</b> Review the role of temporary off-street surface parking lots .....	16
<b>Policy 5:</b> Consider residents' exemption parking areas where the criteria are met under Policy 4 .....	12		

## Policy development process



## The central city

The area covered by the Central City Parking Policy is outlined on the map on page 4. It is the land between and including Bealey, Fitzgerald, Moorhouse and Rolleston avenues. The Suburban Parking Policy covers the rest of our city, including Hagley Park.

## Within scope

The focus of this policy is parking and street space under the care, control or management of the Council. It primarily covers on-street parking. We also own the Lichfield Street and the Art Gallery car parking buildings.

Permits for temporary off-street surface car parking in the central city expire on 30 June 2021 and temporary off-street surface car parking has, therefore, also been included in this policy.

## Outside of scope

Except for temporary surface car parking as outlined above, privately owned off-street car parking is not covered by this policy.

## Additional information

Information about parking-related issues as well as numbers and types of car parks in our central city is available on our website [ccc.govt.nz/centralcityparking](http://ccc.govt.nz/centralcityparking) and in the booklet: *Additional information to support the draft Christchurch Central City Parking Policy* (available from council libraries and service centres).

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

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

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

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

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

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

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

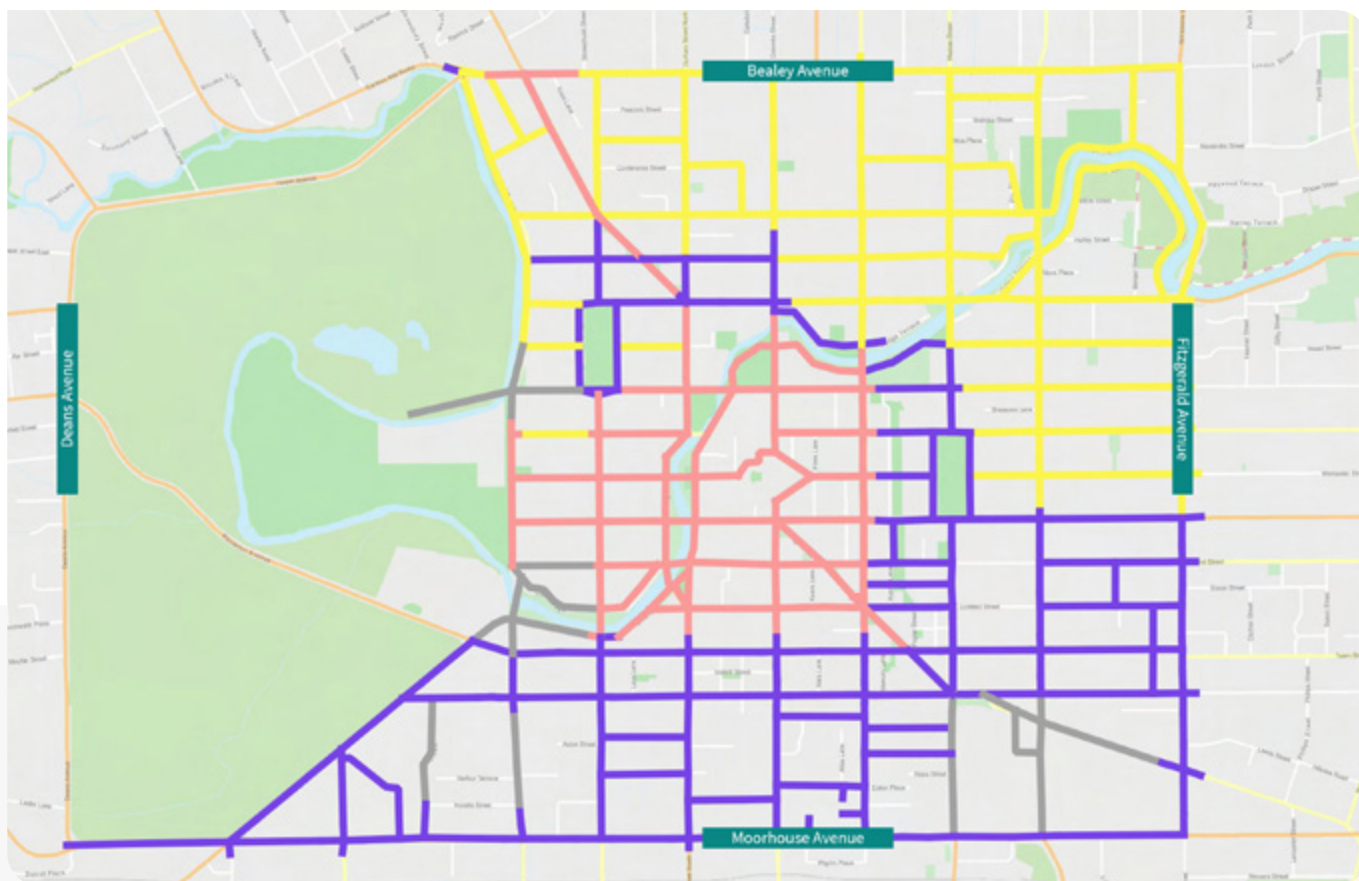
**Have your say at:**

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

For more information and a summary of feedback from targeted engagement go online:

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

# Map of Central City Parking Policy boundaries and street classification




## Key

- Commercial Central City Mixed Use
- Commercial Central City Business
- Residential Central City
- Central City Special Purpose


The Policy replaces the Christchurch Central City Parking Plan 2015. It covers the central city only (the area within the four avenues). The Council adopted the Suburban Parking Policy [ccc.govt.nz/policies](http://ccc.govt.nz/policies) in 2019, which covers the remainder of the city.

# Goals


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

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

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

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

The number of people that we will need to accommodate in the central city is increasing. Mode shift to active and public transport will be a vital part of managing any increase. Parking takes up a lot of valuable space in the central city - approximately 25-30m<sup>2</sup> per vehicle. Multi-storey parking buildings can make efficient use of limited space and can be fronted by retail, offices or other attractions, improving the attractiveness of the central city. Council's actions, however, can affect the commercial feasibility of private sector investment in these types of parking facilities.
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**Support a vibrant, people-friendly, central city**

The Parking Policy must recognise and help to resolve the tension between providing space for parking to enable vehicle access and having sufficient development and amenity to make the central city a place people want to live, work and visit. The central city is growing in terms of employees, residents, commercial activity and visitors and is forecast to continue to do so, in particular with the major anchors of Te Pae, the Metro Sports Facility and the Canterbury Multi-Use Arena all opening in the coming years. The Parking Policy must support a balance of providing permanent parking with the allocation of space for more sustainable and space-efficient modes, and ultimately space for social and commercial activity. We need to continue to foster a strong public-private sector partnership to ensure we understand the challenges businesses face and how we can share information and collaborate to achieve mutually desired outcomes.
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**Improve our parking data and information**

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

# The Policies

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

## Policies 1 - 4

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Provide a general framework for managing parking demand in the central city and to balance competing requests for on-street space. A general prioritisation framework is outlined, as well as relevant considerations to guide a decision to depart from this framework. Special considerations relating to mobility parking are outlined.

## Policies 5, 6

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Provide for residents parking, in particular in areas where parking restrictions have been introduced.

## Policy 7

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Addresses the role of the Council with respect to the provision of off-street parking.

## Policies 8 - 10

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Provide direction on the types of vehicles the Council wishes to discourage and encourage on public streets, and a commitment to using technology to support effective parking allocation and management.

## Policies 11

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Proposes a review of the role of temporary surface off-street parking lots.

# Policy 1: General prioritisation of on-street space

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

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

On page 4 is a map of central city streets, allocating each street to a zone, modelled on the District Plan classification, but adapted to the needs of the Central City Parking Policy. This map is a guide only and will be updated from time-to-time as the city evolves and the function of certain streets changes.

Note that Policy 1 must be read alongside Policy 2.

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

## Explanation of movement priority

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

At present this means that:

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

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

### **Policy 1 does not apply to special purpose areas**

The District Plan also includes a small number of special purpose areas (for example, the hospital is in a special purpose area). Policy 1 presents a generalised framework and therefore does not apply to these special purpose areas. The map on page 4 identifies streets which should be considered special purpose. The special nature of these streets should be taken into account when prioritising road space, alongside any relevant considerations under Policy 2





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

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

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



## Existing number, mix and utilisation of car parks

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



## Need for proximity parking

Consider whether the proposed use requires a park immediately adjacent to a business, or whether a short walk may be acceptable.



## Goals of parking policy

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



## Value of space

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



## Place function

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



## Opportunity for variable restrictions

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



## Sharing of space

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

## Policy 3: Improving access for those with restricted mobility

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

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



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

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

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

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

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

It is not envisaged that residents' exemptions would be provided in the Commercial Central City Business Zone.

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

The Traffic & Parking Bylaw 2017 allows the Council to reserve residents' exemption parking areas for the use of persons who reside in the vicinity. Residents with a residents' parking permit are exempt from general parking restrictions that apply to vehicles without a permit.

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

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

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

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

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

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



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

The Council will generally retain existing resident-only parking areas for which parking permits are currently issued.

However:

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



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

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

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

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

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

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

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

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

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

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

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

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

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

### **Implement dedicated policies**

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

### **Improve understanding of demand**

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

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

### **Align with the goals in this Policy**

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

## Policy 10: Support and adopt advances in parking management technology

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

The Council will support and adopt advances in parking management technology where possible.

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

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The Council will review the role of temporary off-street surface parking, including whether any changes are required in the District Plan ([ccc.govt.nz/districtplan](http://ccc.govt.nz/districtplan)).

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

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










# How to have your say

Tell us your thoughts on the Central City Parking Policy by **5pm Monday 22 February 2021.**

## Written feedback

-  Fill out our online form at **[ccc.govt.nz/haveyoursay](https://ccc.govt.nz/haveyoursay)**  
This is your quickest and easiest option.
-  Fill out the response form in this document, fold and send to us using the included freepost form.
-  Post a letter to:  
Freepost 178  
Attn Philippa Upton  
Public Information and Participation Unit  
Christchurch City Council  
PO Box 73016 Christchurch 8154  
Postage is free (you don't need a stamp),
-  Email your feedback to **[Engagement@ccc.govt.nz](mailto:Engagement@ccc.govt.nz)** with 'Central City Parking Policy submission' in the subject line.
-  Deliver to:  
Te Hononga Civic Offices at  
53 Hereford Street by 5pm, Monday  
16 November 2020.

Please make sure you include your full name and address with your submission and a daytime phone number if you wish to speak at the hearing.

## Come and talk to us

### Information sessions

**10 February 2021 | 11:30-1pm**  
Te Hononga Civic Offices, 53 Hereford Street, Function Room

**17 February 2021 | 5-6:30pm**  
Te Hononga Civic Offices, 53 Hereford Street, Function Room

## Next steps

Staff will analyse the submissions and prepare a report for the hearings panel to consider.

The panel will then listen to anyone who wishes to speak to them about their submission.

The panel will make a recommendation to Council for a decision on the policy.

We will get back to submitters at each stage of the process.

## Engagement team

Katy McRae  
Engagement Manager  
03 941 8037  
[katy.mcrae@ccc.govt.nz](mailto:katy.mcrae@ccc.govt.nz)

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

# Have your say on the **Draft Central City Parking Policy**

**Open until 5pm Monday 22 February 2021**

**Please let us know your feedback**

1. Comments on goals we've identified

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

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3. Any other comments?

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

Address\* .....

Email .....

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

Organisation's name: ..... Your role: .....

Hearings are planned for March 2021 (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 fields

Please fold with the reply paid portion on the outside, seal and return by Monday 22 February 2021

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## 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.

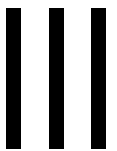
If there are good reasons why your details and/or submission should be kept confidential, please contact our Engagement Manager on (03) 941 8999 or 0800 800 169 (Banks Peninsula).

**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'.**

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FREEPOST Authority No.178



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Central City Parking Policy 2021 feedback  
Christchurch City Council  
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Christchurch 8154