

[REDACTED]

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From: Official Information  
Sent: Friday, 23 December 2016 12:45 p.m.  
To: [REDACTED]  
Subject: LGOIMA 16/0472 response - [REDACTED] - CBD parking  
Attachments: CBD parking response.docx

Dear [REDACTED]

The Council received your request for information on 30 November 2016, for: the amount of money the Council plans to spend on removing 55% of parking in the CBD within the four avenues, the reasons why we are doing this, information on off street and parking building parking plans.

On 5 December 2016, you clarified the scope of your request and raised the following points, among others:

- *Is it correct that prior to the Canterbury earthquakes the Council managed a total of around 10,000 on-street car parking spaces and 3,000 off-street spaces such as those in car park buildings, within the Five Avenues and that commercial operators managed another 2,500 off-street spaces, giving a total of approx 5,500 off-street spaces?*
- *Is it also true that most of the 5,500 public off-street car park spaces (Council and privately provided) have been lost due to earthquake damage, as stated by the council publicly?*
- *Is it true that after the changes to the CBD have been completed, such as replacing current car spaces with wider footpaths and cycle-ways etc, then the total on street supply of car parks will be massively reduced from 10,000 to 4,500 (2,900 long stay and 1,600 short stay within the Five Avenues).*
- *Is it true that due to these massive reductions in on street car parking that the council projects a potential shortfall of up to 2,200 in long stay parks and between 900 to 3,400 in short stay parks during peak hours by the year 2041 based on projected population and employment in the CBD?*
- *Who made the decision to spend \$156 million of public money, (an increase of 228% in cost) in order to reduce the number of on street car parks by 55%?*
- *How many of the 5,500 public off-street car park spaces (Council and privately provided) that were largely lost due to earthquake damage will be replaced and back in operation and available for use by the public by the end of 2016 and then by the end of 2017?*
- *Lastly, of the 5,500 on street car parks being removed, specifically how many are being removed primarily to make way for cycle ways and how many for foot path widening and so-called "beautification"?*

The above queries are the parts of your email the Council considers to fall under the scope of the LGOIMA. Please find attached a response from Richard Holland, Team Leader Asset Planning, addressing these queries.

You have the right to request the Ombudsman to review our decision. Complaints can be sent by email to [info@ombudsman.parliament.nz](mailto:info@ombudsman.parliament.nz), by fax to (04) 471 2254, or by post to The Ombudsman, PO Box 10152, Wellington 6143.

Yours sincerely,

Anna Sinclair  
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Christchurch City Council  
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## Response regarding Central City parking

I have responded to your questions in turn below. The following link, however, will take you to the Parking Plan for the Central City, which is pertinent to your questions:

<https://www.ccc.govt.nz/assets/Documents/Transport/Improvements-planning/CentralParkingPlan2015.pdf>

This plan sets out the principles to guide the design and location of new parking facilities. There is also a short term parking forecast tool for the current period and next three years. Along with the parking operations plan there is a long term parking model forecast to 2041 and a delivery plan. You will find the location, demand and supply and potential shortfall information for both short and long stay parking information of interest. The role of the private sector in providing off street parking is an important factor in the recovery of the central city.

You will also note in the plan the principles (not all are repeated):

- Provide parking to support economic vitality.
- Council to prioritise public short stay visitor parking to support businesses.
- Manage all forms of parking to achieve high utilisation and incorporate smart technology where appropriate.
- Provide taxi, and coach parking in the precincts.
- Provide cycle parking as well to support travel choices.

I reply to your questions as follows:

1. *Is it correct that prior to the Canterbury earthquakes the Council managed a total of around 10,000 on-street car parking spaces and 3,000 off-street spaces such as those in car park buildings, within the Five Avenues and that commercial operators managed another 2,500 off-street spaces, giving a total of approx 5,500 off-street spaces?*

ANSWER: Yes that is correct.

2. *Is it also true that most of the 5,500 public off-street car park spaces (Council and privately provided) have been lost due to earthquake damage, as stated by the council publicly?*

ANSWER: This statement was correct at the time the Central Parking Plan was released. However, the recent desktop survey by parking operations in the last couple of weeks has shown we have 6164 privately managed and Council off street car parks, including the recent addition of the Crossing – this also includes reserved spaces. If we add vacant lots that are uncontrolled, then the total is 7389. These figures do not include South City short stay carparks.

3. *Is it true that after the changes to the CBD have been completed, such as replacing current car spaces with wider footpaths and cycle-ways etc, then the total on street supply of car parks will be massively reduced from 10,000 to 4,500 (2,900 long stay and 1,600 short stay within the Five Avenues).*
4. *Is it true that due to these massive reductions in on street car parking that the council projects a potential shortfall of up to 2,200 in long stay parks and between 900 to 3,400 in short stay parks during peak hours by the year 2041 based on projected population and employment in the CBD?*

ANSWER to 3 and 4:

Your comments are based on speculation that we lose a certain number of car parks, which is unknown at this stage, as many of the AAC and Major Cycleways schemes are still being developed. We are unclear at this point in time with the rebuild of the central city how many parking spaces the private sector will provide, as this depends on the decisions of landowners and private parking operators, such as Wilsons. We don't have that information and it is unknown at this time. We are therefore unable to provide this information under section 17(e) of the LGOIMA – the information requested does not exist or cannot be found.

Please note that in sections 2.6 and 2.7 of the Christchurch Central Parking Plan, the number of public short stay parking spaces required is dependent upon the level of private off-street provision within the central Core and the parking demand rate adopted.

The demand rate for the retail activities within the Core is expected to be about 2.9 spaces per 100m<sup>2</sup> of Gross Floor Area. A higher rate has also been tested. The forecast short stay demand to 2041 shows a potential shortfall in the Core of 1500 to 2400 spaces. However there is a corresponding oversupply of between 900 and 3400 spaces within the rest of the central city inner and outer zones. Therefore there is an opportunity for some of the excess short term stay demand in the Core to be met from the inner zone.

5. *Who made the decision to spend \$156 million of public money, (an increase of 228% in cost) in order to reduce the number of on street car parks by 55%?*

ANSWER: All the approvals for the capital programme and the major cycleways programme are through the ten year Long Term Plan (LTP) process, and following extensive public consultation and Council scrutiny were ratified by the Council for the 2015-2025 LTP. Every Annual Plan there is a shorter review process.

You have also made mention of the major cycleways programme. All the information is in the Long Term Plan approved by Council for 2015 to 2025 and fully consulted with the community as required under the Local Government Act.

6. *How many of the 5,500 public off-street car park spaces (Council and privately provided) that were largely lost due to earthquake damage will be replaced and back in operation and available for use by the public by the end of 2016 and then by the end of 2017?*

ANSWER: As per my response to q.2, the total projected figure at 2016 is 7389.

7. *Lastly, of the 5,500 on street car parks being removed, specifically how many are being removed primarily to make way for cycle ways and how many for foot path widening and so-called "beautification"?*

ANSWER as per the email from Mr Cheesebrough in October:

The main traffic plan for all the central city road and transport network changes that the City Council and Otakaro Ltd (who have recently taken over some responsibilities for these matters from the Canterbury Earthquake Recovery Authority - CERA) are implementing in various stages is An Accessible City (AAC). AAC is the transport chapter of the Christchurch Central Recovery Plan, adopted by the Government in 2013. I have attached a link for you to that AAC plan here:

<http://ceraarchive.dpmc.govt.nz/sites/default/files/Documents/an-accessible-city-replacement-transport-chapter-october-2013.pdf>

The City Council as road controlling authority has variously consulted the community, local businesses and stakeholder groups over the individual AAC road network changes arising from the plan, in approving the designs and traffic resolutions for those changes prior to their construction - and many of them have necessitated changes to prior on - street parking provision. Although many of the schemes have sought to improve conditions for cyclists, it is important to add that this has been within a wider package of transport outcomes for all modes of travel designed to improve access to new "anchor" projects and developments contained in the Recovery Plan. So, cycle network improvements are taking place alongside of improved freight and general traffic access changes, improvement to public transport access on some routes - and a general programme of streetscape and landscaping enhancements, with often wider and safer footpaths and pedestrian crossing facilities on many of the affected streets.

The changes to on-street parking provision have also very importantly included an improved emphasis on remaining parking being prioritised more for short-stay commercial and visitor parking, better servicing for premises and improved availability of mobility parking spaces. At the same time, major new off street parking buildings are now under construction by both Council and private developers, which will provide a new network of convenient, attractive and safe parking facilities for central city visitors over the coming years. Those new parking facilities will start to open shortly and continue through 2017.

Turning to your question, the above programme schemes and with that series of network changes and outcomes, have resulted in the following changes to prior on street parking provision associated with those schemes approved to date by the City Council;

- Works around Hospital Corner (ie Tuam, Antigua, St Asaph, Montreal Streets and Hagley Ave) - loss of 123 spaces (works are ongoing). Council is working closely with the Health Board to look at options to provide improved parking in the area as part of the wider health precinct development;
- Durham Street / Cambridge Terrace. Loss of 79 spaces - road works ongoing at present;
- Tuam Street, Lichfield Street, Colombo Street (the streets around the new bus interchange opened last year) - combined loss of 52 spaces;
- Manchester Street works (some implemented, some road works ongoing) - combined loss of 54 spaces;
- St Asaph Street (road works ongoing) - loss of some 85 spaces;
- Victoria Street (works commencing next year under changes recently approved by Council) - loss of 31 spaces.

Please note that the loss of parking is only partially due to the delivery of safer new cycleways on some of the aforementioned streets and areas.