

Draft Suburban Car Parking Policy

Issues and Options Discussion Document



Draft Proposed Suburban Car Parking Policy

Contents

Executive summary	3
Purpose of this document	4
Background/current trends	4
Increased demand for suburban parking	4
Pressure for road space	5
Advantages and disadvantages of suburban car parking	6
Key challenges	7
Managing car parking to support Christchurch's vision for transport	7
Council's role in suburban car parking	7
Providing sufficient parking for each parking type	8
Advances in technology	8
Issues and options for specific parking concerns	9
Residential areas	9
ISSUE 1 - High demand parking in residential areas adjacent to commercial areas/ office parks	9
ISSUE 2 - Demand for on-street parking from residents of existing houses that have no off-street parking	10
Commercial areas	10
ISSUE 3 - High demand parking in some in suburban commercial centres	10
ISSUE 4 - On-street parking being used by private businesses	11
ISSUE 5 - Council's role in off-street public parking in suburban centres	11
Other Issues	12
ISSUE 6 - Enforcement of parking in bus lanes	12
ISSUE 7 - Parking on berms	12
ISSUE 8 - Providing a sufficient number of on-street parks for people with restricted mobility	13
ISSUE 9 - "Park and Bike" facilities	13

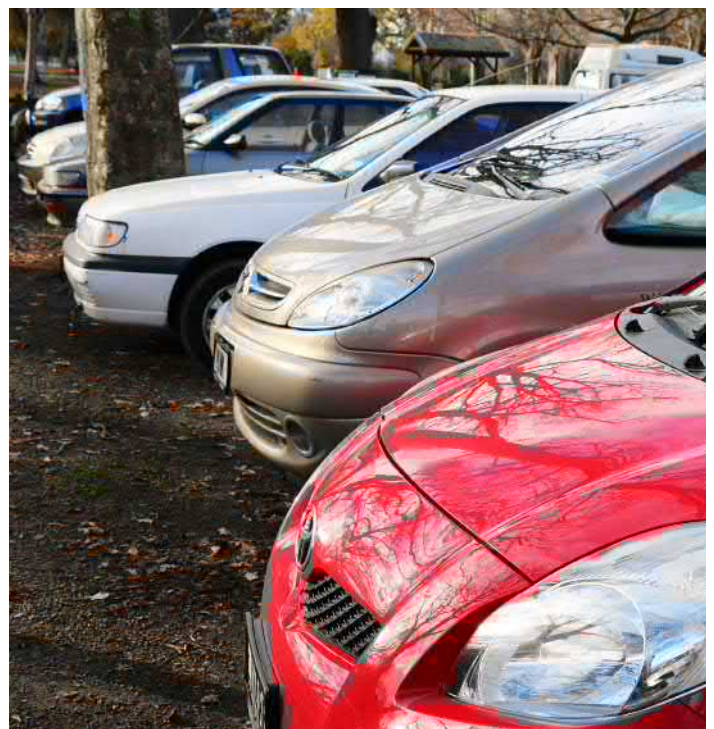
Executive Summary

Council is reviewing how it manages suburban parking, in particular on-street parking. A parking plan for the Central City has recently been adopted and now Council is considering how parking outside the Central City (i.e. suburban areas) could be better managed. This discussion document outlines the challenges with managing suburban parking and explores some options of how to respond to those challenges. Council is seeking your feedback on these responses.

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

This document explores some of the key parking challenges and discusses options for how these could be better managed, such as:

- ▶ **High demand for parking in residential areas near commercial areas/office parks**
- ▶ **Demand for on-street parking from residents of existing houses that have no off-street parking**
- ▶ **High demand parking in some suburban commercial centres**
- ▶ **On-street parking being used by private businesses**
- ▶ **Council's role in off-street public parking in suburban centres**
- ▶ **Deterring illegal parking in bus lanes**
- ▶ **Parking on grass berms**
- ▶ **Providing a sufficient number of on-street parks for people with restricted mobility**
- ▶ **“Park and Bike” Facilities**



Purpose of this Document

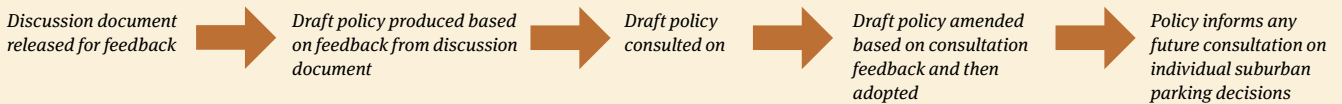
The purpose of this document is to obtain feedback on how Christchurch City Council could better manage the car parking that it provides in suburban Christchurch (i.e. outside the Central City). The document identifies some key parking issues (that have been identified through research and previous consultation) and provides options for feedback. The options outlined in this document are not Council policy, they are provided to enable discussion and obtain feedback. The feedback gathered will be used to inform the development of Council policy on suburban parking and the upcoming review of Council’s Traffic and Parking Bylaw. Please note any changes to bylaws and policy will be subject to further consultation.

The scope of this document is inclusive of Council owned parking, rather than privately owned parking. The majority of the parking maintained and managed by Council in suburban areas is

on-street parking. The recently completed District Plan and Central City Parking Plan provide guidance and direction for private parking and Central Business District parking respectively. It is now an opportune time to review the management of Council parking, in particular on-street parking outside of the Central City.

This document does not propose any changes to any car parks. Rather the document discusses options for a policy framework to guide future decisions on car parks. There will always be an element of case by case assessment on changes to any car parking, but a policy framework for parking will help promote more consistent decision-making across the city. The document draws on national as well as international best practice from comparable cities to explore whether there are new ways to improve the management of suburban car parking. This could give communities and decision-makers more options to help them decide how to manage parking issues in their areas.

Figure 1 - Suburban Parking policy process

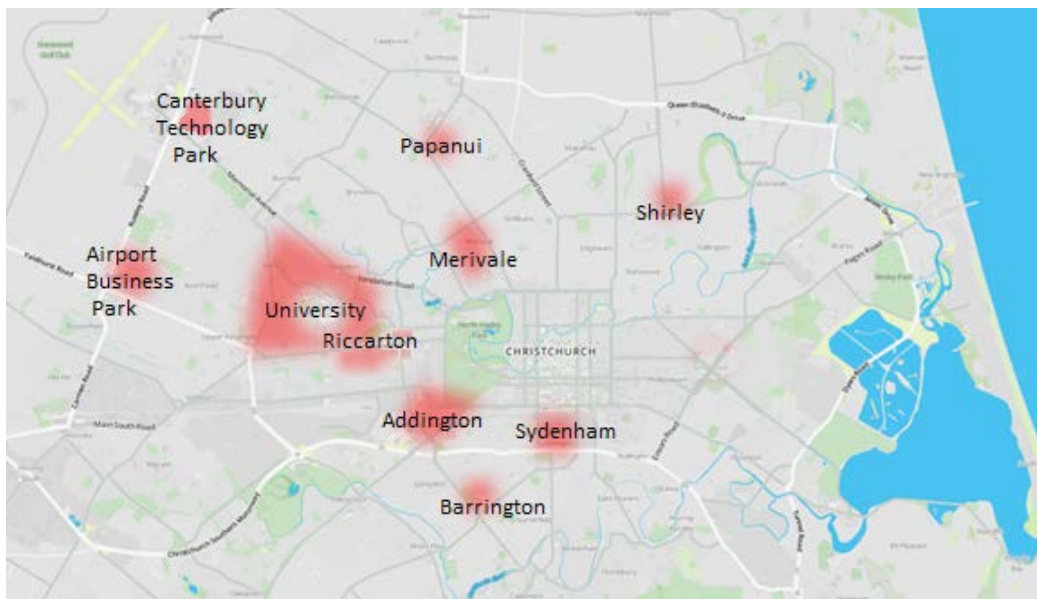


Background/Current Trends

Increased demand for suburban parking

As a result of the earthquakes, many Central City businesses have moved to the suburbs and there is now an increased parking pressure in suburban areas. Even though some businesses are now returning to the Central City, it is expected that as Christchurch continues to recover and grow there will still be significant pressure placed on suburban parking. The areas of greatest demand for suburban parking is in commercial areas (including shopping centres, the university and office parks) and the surrounding residential streets, particularly in the western suburbs of Christchurch. The areas with the greatest parking demand are shown in red on the map below:

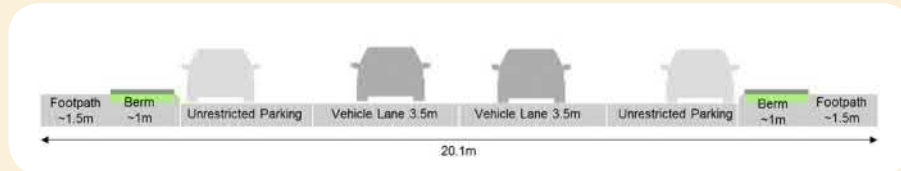
Figure 2 - Areas with the greatest parking demand



Pressure for Road Space

Christchurch City Council manages over 2,300km of roads. The road corridor is one of the most important pieces of public space that Council manages. It allows for the safe movement of people and goods, and is critical to achieving environmental benefits through the use of grass berms, trees, kerbs and storm water channels. However, in the majority of suburban streets, a significant proportion of the road space is allocated for the storage of vehicles (i.e. parking). There is only a limited road width (as shown by figure 3) and there often is not enough space to fit everything in, so choices need to be made.

Figure 3 - Typical cross section of a suburban Christchurch street



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

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

In contrast, there are situations where on-street parking plays a critical role such as providing access, especially for people with restricted mobility, and where there is no off-street parking. On-street parking will continue to be a key feature in many areas, however this needs to be carefully managed.

Decisions need to be made about what kerbside road space activity takes priority on key transport corridors (such as arterial roads, core public transport routes, major cycleways etc).

Council has had a policy of prioritising kerb space for many years, it is proposed that this will continue. The current kerbside priority has different priorities for education areas, industrial areas etc. It is proposed that the kerbside priority policy will be consolidated into the following categories to provide consistency:

Road space on key transport corridors should be prioritised in the following order (shown in table below)

	Commercial Areas	Residential Areas	Other Areas
1st priority	Safety	Safety	Safety
2nd priority	Movement*	Movement*	Movement*
3rd priority	Amenity#	Amenity#	Amenity#
4th priority	Bus Stops/ Cycle Parks	Bus Stops/ Cycle Parks	Bus Stops/ Cycle Parks
5th priority	Taxi Ranks	Residents Parking/ Short Stay Parking	Mobility parking
6th priority	Loading Zones/ Mobility parking	Commuter Parking	Short Stay Parking
7th priority	Short Stay Parking		Residents Parking
8th priority	Residents Parking		Commuter Parking
9th priority	Commuter Parking		

* Includes wider footpaths, cycle lanes, bus lanes, and traffic lanes. Movement will be provided in accordance with the Road Use Hierarchy (i.e. Movement for buses will take priority on core bus routes, movement for cycles will take priority on major cycle routes, movement for pedestrians will take priority in key pedestrians areas, movement for freight will take priority on the strategic freight routes and movement of traffic will take priority on the strategic traffic routes).

Includes landscaping and street furniture. On streets that are not key transport corridors amenity will take priority over vehicle movement.

Advantages and Disadvantages of Suburban Car Parking

ADVANTAGES

The benefits of parking are generally easy to understand and are summarised below. Providing parking:

- Provides access and choice for motorists/ motorcyclists.
- supports economic activity and development.
- Provides the ability for unoccupied cars to be safely stored out of the way of traffic.
- Is critical for people with limited travel options, such as people with restricted mobility.
- Reduces the inconvenience and traffic effects of cars circulating searching for a place to park.

DISADVANTAGES

The disadvantages of parking are not always well understood, so have been detailed below, providing parking can lead to:

- **Environmental impacts (storm water etc.);**
Storm water run-off from paved parking spaces can impact water quality, and increased storm water run-off increases flooding. Paved parking spaces also generate heat, raising the air temperature of the surrounding area, as well as the temperature of the storm water run-off both of which can have ecological impacts. Cars in parking areas can also emit odours, noise, glare and a variety of airborne pollutants.
- **Encouraging car use (increases traffic)**
The price and availability of parking is one of the most significant influences on the personal choice of whether to drive. Out of the three largest cities in New Zealand, currently Christchurch has the highest car use per person. Problems associated with high car use include congestion, pollution, road crashes and health problems related to less exercise. Christchurch is the second fastest growing city in New Zealand, and as the city grows traffic volumes will increase. This will put pressure on the transport network and increase the scale of the issues that already exist with high car use. These issues can be reduced if more people choose to walk, cycle, or use public transport.
- **Occupying valuable space (imposes opportunity costs);**
Parking often accounts for 25% of the total land used in New Zealand cities. This land could be used for other purposes that generate financial returns. Not being able to reap the financial benefits from using the land for something else is known as an opportunity cost.

- **Urban sprawl**
The more land that a city uses to accommodate car parking will result in the city being more spread out (i.e. more sprawled) than it would otherwise be. The travel distances between activities are greater in sprawled cities which can increase the costs of travel.
- **Expensive costs to provide and maintain**
As well as the opportunity costs of car parks, there are also the direct costs to provide and maintain the car park. Surfacing of car parks, providing lighting, security, signage, line marking and cleaning/maintaining of these can be a significant cost. When car parking is provided without a fee then these costs are ultimately borne by the public through rates, regardless of whether they use the car park or not. In reality there is no such thing as free parking, even if the person parking does not pay for the park, someone else has to pay, usually ratepayers.
- **Safety issues**
Vehicles searching for, and manoeuvring into and out of on-street parking can result in increased crash rates, and increased delays and congestion.

Advantages of on-street parking
• Access and choice for motorists/ motorcyclists
• Supports economic activity and development
• Stores unoccupied cars out of the way of traffic
• Is critical for people with limited travel options, such as people with restricted mobility
• Readily available parks reduce inconvenience and traffic effects of people looking for a park

Disadvantages of on-street parking
• Environmental impact – storm water run-off reduces water quality and increases flood risk
• Encourages car use (increases traffic)
• Occupies valuable space
• Contributes to urban sprawl
• Cost to provide and maintain
• Safety- potential increased crash rate where vehicles manoeuvre into parks

Key challenges

Managing car parking to support Christchurch's vision for transport

The Christchurch Transport Strategic Plan (CTSP) sets the vision for the transport network in Christchurch. The Christchurch Transport Strategic Plan's vision is to:

Keep Christchurch moving forward by providing transport choices to connect people and places.

In particular Council has identified the following community outcomes for transport:

The transport system meets the needs of the community

- There are a range of travel options that meet the needs of the community.
- The transport system provides people with access to economic, social and cultural activities.
- An increased proportion of journeys are made by active travel and public transport.

Christchurch has set a strategic vision to create a transport network that supports a more sustainable and liveable city that is more accessible and gives people more choice on how they travel. How can parking support the wider transport network? The CTSP answers this question by providing the following direction for parking:

Parking that supports the city's economy

Parking is a valuable asset to the network. The provision of parking is a key part of the overall transport network. A good supply of convenient, secure, well placed and easy to find parking will support economic recovery and the future prosperity of the city. Conversely, the management of parking is essential for network efficiency and maximising the use of parking assets.

Network efficiency

Re-allocating some on-street parking to convenient off-street locations will enable the network to work more efficiently and cater for more travel choices. This will be undertaken in a way that recognises parking is important for the economic vitality of business centres. It is about balancing the need for more efficient road space with the need to support the land use along the network.

Maximise the usage of parking assets and get a return on the investment. Providing parking can be costly. However, a flexible approach to parking management can enable the Council to respond to changes in supply and demand, thereby making the most efficient use of the city's parking assets.

Council's role in suburban car parking

When considering Council's role in suburban car parking it is important to recognise that there are a number of different types of parking that a number of different parties provide (see figure 4).

Figure 4 - Types of Parking

A. Publicly owned public parking - (On-street parking)



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



C. Commercially provided public parking - (Shopping malls, supermarkets etc.)



D. Privately owned public parking - (most commonly Wilson Parking)



There are several ways in which Council can help to shape the form and function of parking within the city, such roles include:

Council as a Provider

In most suburban areas Council does not provide any public off-street parking (type D parking). However Council managed facilities such as parks, libraries, or recreation centres generally meet their own parking demands by including car parking off-street as part of the facility (type C parking).

The vast majority of parking provided by Council is unrestricted, on-street parking (type A) in suburban streets and is the primary focus of this document. On-street parking is not intended to specifically support any adjacent activity, but rather is for the use of the public at large.

Council as a Regulator

Outside the Central City, the Council requires new developments to provide off-street parking through requirements in the District Plan. Developments are also required to provide a certain number of on-site cycle parks, loading spaces, car parks for people with restricted mobility and staff parking.

Council also has the ability to impose restrictions on on-street parking (such as banning parking, imposing time restrictions and metered parking).

Council as an Enforcer

The flipside of parking regulation is enforcement. Council officers can issue infringement notices to vehicles and road users who are in breach of rules set out under the Traffic and Parking Bylaw or the New Zealand road user rules.

Council as a Facilitator

Through Council's role as an advocate for the community, Council can show leadership by encouraging and facilitating discussions between organisations or individuals to achieve better parking outcomes for the community, such as sharing parking between businesses. Council can also have a role in promoting and educating the public on better parking practices.

Providing sufficient parking for each parking type

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



Advances in technology

The transport system is experiencing changes in technology that could have impacts on how we have traditionally thought about parking.

- Increasing use of electric vehicles, means that finding a car park will no longer simply be just a case of finding a place to store a vehicle when it is not being used, but also a place where the vehicle can be charged. The potential introduction of driverless vehicles could also change parking demand, as vehicles may not use car parks for as long as they currently are, as driverless vehicles can be repositioned and used by another person.
- Smartphones are also having an influence on transport. New services are emerging that make it easier than ever to share rides, traffic conditions or even parking spaces between peers. Through these technologies there is enormous potential to unlock new parking capacity that has previously been under-utilised.

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

Issues and Options for Specific Parking Concerns

This section outlines some of the specific current suburban car parking issues and explores some options for addressing these issues. For more information on the advantages and disadvantages of these options, see the attached appendix.

Details on how to give feedback on these issues are on the back of this booklet.

Residential areas

ISSUE 1 - High demand parking in residential areas adjacent to commercial areas/office parks

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



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

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

Residents contribute to the cost of parking through rates. However commuters that park in free on-street car parks do not necessarily pay for the true cost of using the car park and thus choose to drive rather than pay to use public transport. This further increases traffic volumes and network delays at peak times.

Often time limits have been introduced to manage residential areas with high demand parking. However these limits apply to all users (residents, commuters etc.) Is there a better way of managing high demand parking in residential areas? Some options have been suggested below:

Which of the following do you believe is the BEST option for residents living in high demand parking locations? (select only one option)

A) Set parking time limits on just one side of the street (current practice)

This is a continuation of the existing Council response to this issue which is to introduce time limits on approximately half of the street. This limits commuters that park on-street all day to only be able to park in half of the number of car parks on a street, freeing up the other half of the car parks for short term parking (i.e. for visitors of the residents in the streets, tradespeople working on houses in the street, people being dropped off/picked up etc.). Often the side of the street where time-limits apply is staggered to provide more choice.

B) Residents and their visitors are only allowed to park on residential streets

Under this option on-street parking on all streets within any neighbourhood that is close to a commercial centre (i.e. within walking distance) is only made available for residents (and their visitors) of the neighbourhood. This removes the option for non-residents and commuters to use on-street parking in the neighbourhood. This option is managed through a residents permit based system. Costs for issuing permits would be recovered through fees.

C) Exempt residents from on-street parking restrictions

In some other cities residents are currently able to obtain an exemption from the parking time limits in residential areas. This is often called a residential parking scheme. Under this option, on-street parking time limits are introduced to manage non-resident and commuter parking across all the residential streets that are within walking distance of the commercial area. Residents are issued permits to allow them an exemption from the time restrictions. Costs for issuing permits would be recovered through fees. This option can allow for time limits to be applied on both sides of the streets across a neighbourhood where there is high demand for parking. This allows more comprehensive management of non-resident and commuter parking in residential areas and encourages the use of active and public transport. If time limits are not proving to be effective at managing parking demand, then parking fees for non-residents and commuters may need to be considered. Residents would be able to purchase exemptions from these fees at a lower rate.

D) Other parking option/s - please specify

ISSUE 2 - Demand for on-street parking from residents of existing houses that have no off-street parking

Whilst the District Plan requires that every house (except within the Central City) provides at least one car park on-site, there are some existing houses built before these rules were in place that have no on-site car parks. Traditionally Council has provided on-street parks for these houses. However this has meant that no one else has been able to use these parks, even when the residents are not using them. Is there a better way of managing this? Some options have been suggested below:



Which of the following do you believe is the BEST option for residents of existing houses that have no off-street parking? (select only one option)

- A) Dedicate on-street car parks for the sole use of the vehicles of residents of houses without the ability to provide on-site parking (current practice)**
This is a continuation of the existing policy where on-street car parks are reserved for vehicles of residents that live in existing houses without the ability to provide on-site parking. Currently there are about 30 of these reserved parks in Christchurch, with the majority being close to the Central Business District. Residents are issued annual permits (at a cost of \$50) that allows their vehicles to be parked in the reserved parks.
- B) Option A, but only for residents that have a mobility parking permit**
This option is as per option A, but on-street car parks are only reserved for residents (that live in existing houses without the ability to provide on-site parking) and that need to have parks within a short distance of their house (i.e. have restricted mobility).
- C) Exempt residents from on-street parking restrictions**
Under this option residents are not specified a specific parking space, but can park on-street anywhere in the surrounding neighbourhood and be exempt from any on-street parking charges/ time restrictions. Costs of exemptions would be recovered through fees.
- D) Do nothing (i.e. no provision for any reserved on-street parking for residents)**
This option is to not reserve on-street parks for houses without on-site parking.
- E) Other parking option/s - please specify**

Please note: It is not proposed to provide any specific on-street parking for any new houses that do not provide sufficient on-site parking.

Commercial areas

ISSUE 3 - High demand parking in some suburban commercial centres

As many businesses have moved post-earthquake from the Central City to suburban areas, there is increasingly high demand for parking in some suburban commercial centres. Often it is commuters that arrive first to the car park at the start of the day and occupy them all day, making it difficult for shoppers and visitors to find a car park during the day. Commuters parking in free on-street car parks do not always pay for the true cost of using the car park and thus choose to drive rather than pay to catch public transport, which further increases traffic volumes and network delays at peak times. Currently there is no metered on-street parking in suburban commercial centres in Christchurch. However there is metered parking in the Central City. Is there a better way of managing this? Some options have been suggested below:

Which of the following options do you believe should apply in some suburban commercial centres where there is a high demand for parking? (please select as many as you prefer)

- A) Set time limits for on-street parking (current practice)**
This option is a continuation of the current practice, which is to impose a time limit (usually a 30-120 minute limit) for on-street parking in a commercial area. This option prioritises on-street parking in commercial areas for customers and short-term visitors.
- B) Introduce metered parking to manage parking demand in areas where there is high parking demand**
Under this option when the occupancy of on-street parking exceeds 85 percent, a new parking management measure will be introduced to try to reduce occupancy. If the measure is not successful the next parking management measure will be introduced in the following order:
- Introduce time limits
 - Introduce metered parking
 - Increased metered parking charges

Internationally, 85% peak parking occupancy is the accepted benchmark that provides the ideal balance between use and availability. It means that the parking is well used but some spaces are still available so that vehicles do not circle the streets looking for parking, thereby adding to congestion.

- C) Other parking option/s - please specify**



ISSUE 4 - On-street parking being used by private businesses

If a business (such as a vehicle mechanic, for example) uses public on-street parking for their business needs by parking their customer's vehicles on-street during the day, then this limits the use of the on-street car parks by the wider community. A Council bylaw currently restricts cars being parked for the purpose of storage in connection with a trade or business. However it is not always easy to determine whether a parked car is associated with a trade or business. Is there a better way of managing this? Some options have been suggested below:



Which of the following do you believe is the BEST option for on-street parking used by private businesses? (select only one option)

- A) **Ban on-street parking being used by private businesses (current practice)**
Council can fine businesses that use on-street parking for their business needs.
- B) **Set time limits for on-street parking in areas where parking is being used by private businesses**
Rather than ban on-street parking being used by private businesses, set time limits, so that businesses can only use on-street parking for short periods and then it is more available to other users.
- C) **Allow private businesses to use on-street parking**
Don't ban private businesses from using on-street parking and don't set time limits.
- D) **Other parking option/s - please specify**

ISSUE 5 - Council's role in off-street public parking in suburban centres

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

How much do you agree or disagree that the Council should provide off-street suburban parking?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

If strongly agree or disagree:

Which of the following conditions should be met before Council provides off-street public parking? (select all that apply)

- A) **Public off-street car park must be commercially viable**
The expected revenues from the facility provide a financial return on investment.
- B) **There are no Public transport routes near the centre**
Current routes and planned improvements to the public transport are not sufficient to cater for projected travel demand.
- C) **Road capacity must be sufficient to cope with the additional traffic associated with the parking facility**
The road network is able to accommodate the additional traffic generated as a result of the parking facility, at the times of expected peak demand.
- D) **Must not increase the amount of total parking in the location**
Any new off-street parking should only replace existing parking spaces, so there is no net increase in parking spaces in the Centre.
- E) **The car park is funded through an additional targeted rate on the properties in the surrounding area**
Under this option, additional targeted rates are charged on top of existing Council rates to businesses in a commercial area. In some other cities this is done so that the revenue collected funds transport improvements to help reduce the demand for parking.
- F) **Other condition/s - please specify**

Other Issues

ISSUE 6 - Deterring illegal parking in bus lanes

Preventing people parking in bus lanes is a challenging enforcement issue. Some cities have attempted to address this enforcement issue by making parking in bus lanes more self-enforcing, though also allowing high occupancy vehicles (i.e. vehicles containing multiple people) to use bus lanes on routes where the frequency of buses is less than 20 per hour (i.e. a bus comes less than every three minutes). This can discourage people parking in the bus lane, as it increases the number of vehicles using the bus lane and thus the awareness that the lane is for movement and not available for parking. It can also encourage car-pooling. Is there a better way of managing this? Some options have been suggested below:



Which do you believe is the BEST option for reducing illegal parking in bus lanes?

- A) **Don't allow high occupancy vehicles (i.e. vehicles containing multiple people) to travel in bus lanes (current practice)**
Private motor vehicles cannot use bus lanes, unless they are travelling in the lane for less than 50m.
- B) **Convert some bus lanes to high occupancy lanes, so that both high occupancy vehicles and buses can use the lanes**
Private motor vehicles carrying at least two or three people can travel in a bus lane (i.e. this lane will instead be called a high occupancy vehicle lane and will still be able to be used by buses). However a person driving a vehicle without any passengers still cannot use the lane.
- C) **Other option/s - please specify**

ISSUE 7 - Parking on grass berms

In some locations motor vehicles are parking on the grass berms on the side of the road, which can damage the vegetation. This can reduce the amenity of an area, can detract from Christchurch's Garden City image and can impact on storm water management too. It can also cause a safety issue as cars parked on grass berms can block the visibility of intersections and driveways. Currently under a Council bylaw enforcement action can only be taken where there are signs prohibiting this behaviour. However, a new National Road User Rule gives Council the opportunity to amend its bylaw to be able to use enforcement action where vehicles are causing damage to vegetation, regardless of whether there are signs. Should Council's bylaw be amended to enable Council to make use of these new powers? Some options have been suggested below:



Which of the following do you believe is the BEST option for parking on grass berms? (select only one option)

- A) **Ban motor vehicles from parking on grass berms only where there are signs (current practice)**
Motor vehicles are unable to park on grass berms only where there are no stopping signs.
- B) **Ban motor vehicles from parking on all grass berms regardless of whether there are signs.**
Under this option, motor vehicles will be unable to park on all grass berms even where there are not any no stopping signs
- C) **Allow vehicles to park on all berms**
Have no restrictions on parking on grass berms anywhere in Christchurch.
- D) **Other parking option/s - please specify**

¹ Currently the National Road User Rule only gives Council the power to prevent cars from parking on berms that are 'planted and maintained'.

ISSUE 8 - Providing a sufficient number of on-street parks for people with restricted mobility

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



Which of the following do you believe is the BEST option for provision of sufficient on-street parking for people with restricted mobility? (select all that apply)

- A) Increase the number of on-street mobility car parks**
Under this option, Council will provide more on-street mobility car parks to meet the increasing demand.
- B) Continue to provide restricted mobility concessions to enable longer parking in time restricted on-street parking**
Council currently provides concessions for people with restricted mobility to be able to park twice as long in a time restricted on-street park. Under this option, this would continue.
- C) Provide on-street mobility car parks that are wider and longer, where possible.**
As well as increasing demand for mobility car parks, the amount of room that some mobility vehicles need to safely load wheelchairs has increased, as there can be more hoists and other equipment needing to be used. Under this option wider mobility car parks for people with wheelchairs will be provided on-street, where they can.
- D) Increase the amount of public information on what mobility parking is currently available**
Under this option, more information will be made available on the location and type of mobility carparks that are available. Apps could be used to make this information more available.
- E) Other parking option/s - please specify**

ISSUE 9 - "Park and Bike" facilities

"Park and Bike" is the ability to be able to park a car and then bike for the rest of the journey. With the major cycleways being built there could be some locations where it will be attractive to park and then bike for the remainder of the journey on a major cycleway. Facilities could also be provided at park and bike sites to store bikes, and hire bikes, as well as security.

How much do you agree or disagree that the 'Park and Bike' option should be given further consideration?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

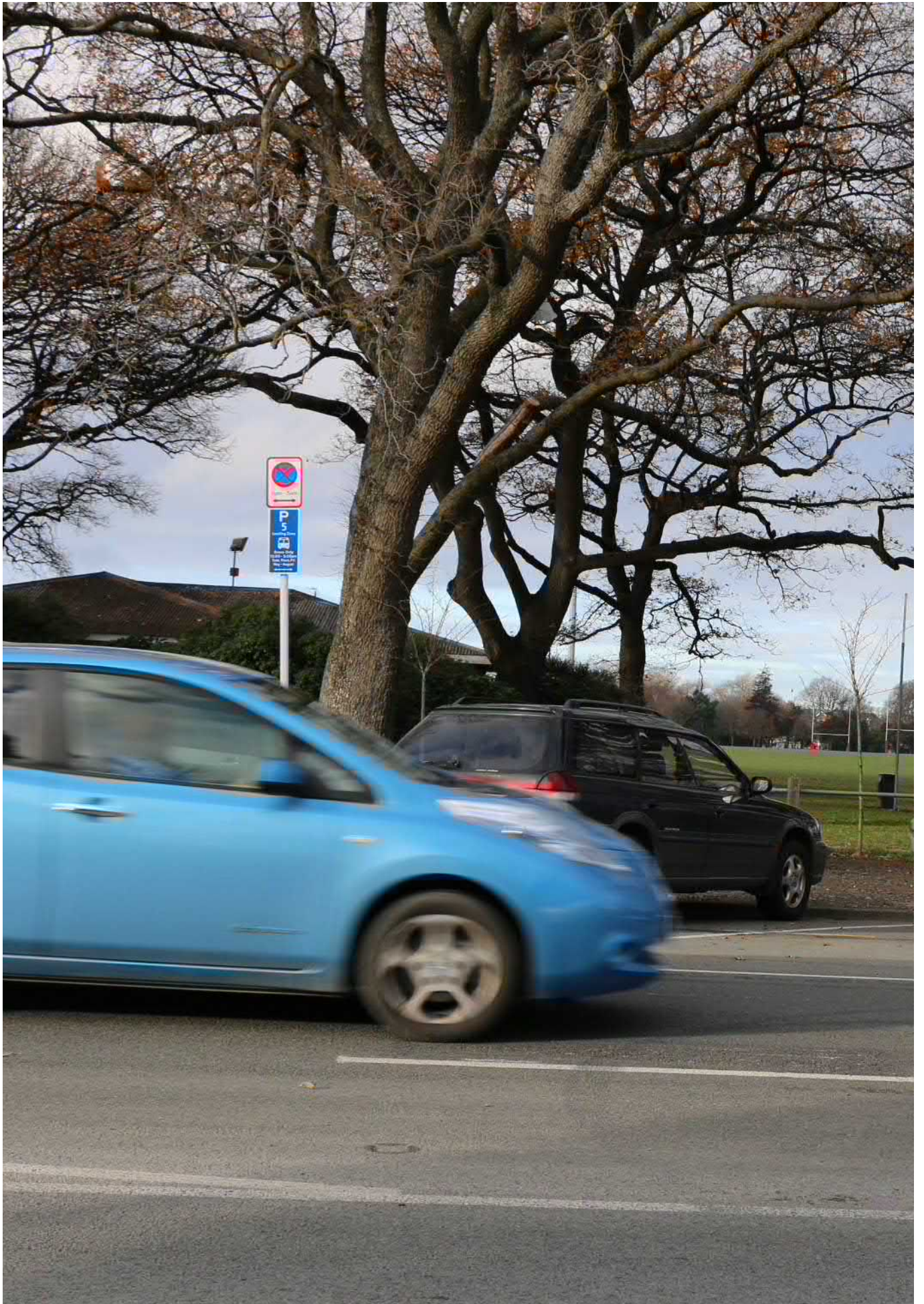
Please note that "Park and Ride" (which is the ability to be able to park and then catch public transport for the rest of the journey) will be considered further as part of planning for the public transport network in partnership with Environment Canterbury, Selwyn District Council and Waimakariri District Council, rather than through this discussion document.



Are there any other parking issues that you would like to raise and comment on?

You can either:

- ▶ Fill out the Draft Suburban Car Parking Policy Issues and Options Survey on the back of this booklet
- ▶ Go online ccc.govt.nz/the-council/have-your-say
- ▶ For more information go online ccc.govt.nz/transport/improvements-and-planning/suburbanparking



Response form - Suburban Car Parking Policy

You can do it online!

Remember you can fill out the form online
ccc.govt.nz/haveyoursay

Please use this form to indicate your answers

ISSUE 1 -

Which of the following do you believe is the BEST option for residents living in high demand parking locations? (select only one option):

- (a) (b) (c) (d)

ISSUE 2 -

Which of the following do you believe is the BEST option for residents of existing houses that have no off-street parking? (select only one option)

- (a) (b) (c) (d) (e)

ISSUE 3 -

Which of the following options do you believe should apply in some suburban commercial centres where there is a high demand for parking? (please select as many as you prefer)

- (a) (b) (c)

ISSUE 4 -

Which of the following do you believe is the BEST option for on-street parking used by private businesses? (select only one option)

- (a) (b) (c) (d)

ISSUE 5 -

How much do you agree or disagree that the Council should provide off-street suburban parking?

- Strongly agree Agree
 Neither agree *nor* disagree
 Disagree Strongly disagree
 Don't know

If strongly agree or disagree:

Which of the following conditions should be met before Council provides off-street public parking? (select all that apply)

- (a) (b) (c) (d) (e)
(f)

ISSUE 6 -

Which do you believe is the BEST option for reducing illegal parking in bus lanes?

- (a) (b) (c)

ISSUE 7 -

Which of the following do you believe is the BEST option for parking on grass berms? (select only one option)

- (a) (b) (c) (d)

ISSUE 8 -

Which of the following do you believe is the BEST option for provision of sufficient on-street parking for people with restricted mobility? (select all that apply):

- (a) (b) (c) (d) (e)

ISSUE 9 -

How much do you agree or disagree that the 'Park and Bike' option should be given further consideration?

- Strongly agree Agree
 Neither agree *nor* disagree
 Disagree Strongly disagree
 Don't know

Are there any other parking issues that you would like to raise and comment on? Please attach comments on separate paper

Contact details

Name: _____

Organisation (if representing): _____

Organisation role: _____

Postal address: _____

Post code: _____ Phone (home/work/mobile): _____

Email (if applicable): _____

Note: No anonymous feedback will be accepted.

fold

fold

staple or tape here

haveyoursay

www.ccc.govt.nz/haveyoursay

***We would like to hear your views on the draft
suburban car parking policy.***

Please ensure that your comments reach us by 5pm 15 September 2016.

You can comment by:

- Returning the enclosed freepost form
- Visiting the Christchurch City Council's 'Have Your Say' website: ccc.govt.nz/haveyoursay

fold

fold

FREEPOST Authority No.178

Christchurch
City Council 

Free 



Attn: Lori Rankin
Draft Suburban Car Parking Policy
Public Information and Participation Unit
Christchurch City Council
PO Box 73013
Christchurch 8154

tape here

tape here

