

# 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.

Below 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

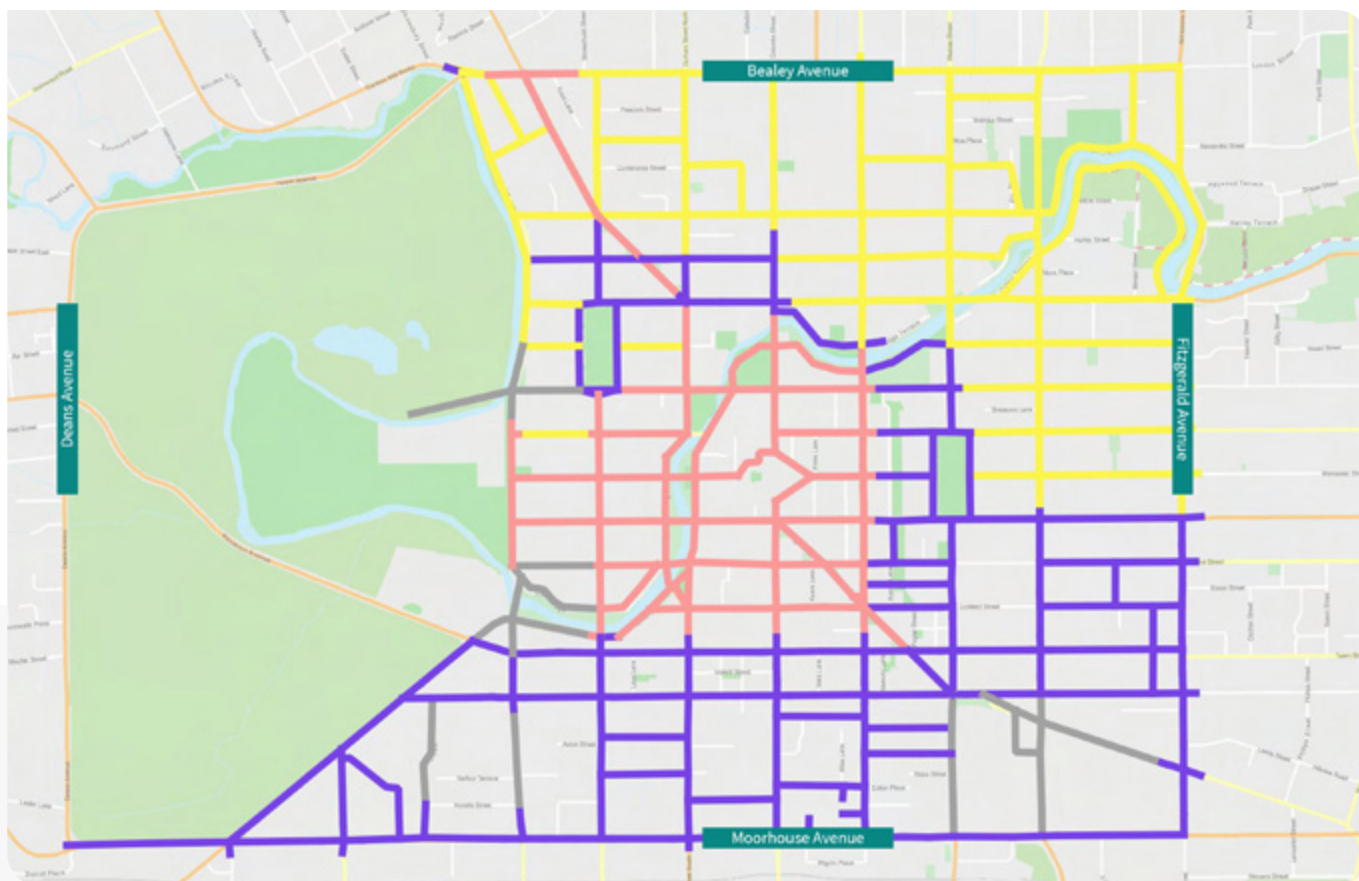
Movement and amenity are classified as a second order priority under this policy. Movement will be prioritised in the same way as the CCC Suburban Parking Policy 2019.

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.

# 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.

### **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.