

## 16. FINALISATION OF THE PARKING STRATEGY

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The purpose of this report is to seek the Committee's approval to finalise the changes to the 'Parking Strategy for the Garden City' Consultation Document as a result of submissions, staff recommendations and the Sustainable Transport and Utilities Committee seminars on the 19 May 2003 and 29 May 2003 with a view that the amended consultation document be adopted as the Council's Parking Strategy 2003.

### BACKGROUND AND PROCESS

The need for a Citywide Parking Strategy was recognised and promised as part of the City Council's transport strategy development process and City Plan process. The desired outcome was to produce a citywide framework and direction for parking issues in the city. The strategy was also produced to respond to a number of issues raised in a reference to the Environment Court by Environment Canterbury.

The Christchurch City Council has already produced strategies for public transport, road safety, cycling and pedestrians. The current Council Parking Policy focuses particularly on the central city area. A Citywide Parking Strategy provides an opportunity to look beyond the central city and consider parking issues citywide. It also provides an opportunity to bring together and review existing policies and practices and focus on the future of parking for all modes in Christchurch.

### STAGE I - CONSULTATION (2000)

Initial work began on the Citywide Parking Strategy with the a consultation document entitled 'The Ultimate Solution to City Parking? *Hagley carPARK*' which received 219 submissions and highlighted a number of issues in respect to parking (May 2000). The main areas discussed in the consultation document were retail, residential, education, recreational, traffic management and public transport. the central city received the most comment from submitters on the lack of short term parking, traffic congestion, charging (especially in contrast to the malls being free) and commuter parking impacts on residential streets. Hagley Park safety, lack of parking and safety for schools, 'park n ride', spill-over parking in residential areas and strong support for the use of alternative modes were other topics raised by many submitters through this first stage of consultation.

### STAGE II - CONSULTATION - (TRANSPORT ADVISORY GROUPS (TAG)) (2002)

The second stage of consultation was in the form of seven focus groups. The groups represented business, recreation, education and transportation interests, as well as staff from Environment Canterbury and Christchurch City Council. Each group was involved in three meetings. The first meeting (December - February 2002) identified issues relating to parking for that group, the second meeting (March - April 2003) discussed options available for resolving issues and the third meeting (May 2003) presented draft policies and methods for a strategy. The input from these meetings guided the development of the draft strategy.

### STAGE III - CONSULTATION - (PARKING STRATEGY FOR THE GARDEN CITY - CONSULTATION DOCUMENT) (2002)

The comments and input gained from the TAG groups, the Community Boards and Sustainable Transport and Utilities Committee were used to develop a draft Parking Strategy that could be released as a consultation document to the Christchurch public.

The Strategy consultation document has a vision, objectives, policies, methods, monitoring and implementation sections. Within the policies and methods there are seven sections (general, arterial, business (including general business, commercial/retail, central city and industrial), residential, recreation/leisure, education and rural). Each section has specific policies that relate to the land use with the general section covering all land uses.

Consultation began on 1 October 2002 with a summary of the full strategy in the form of a centre insert (4 x A3 pages) in the Christchurch City Council's '*City Scene*' publication. This was delivered to all 132,000 households in Christchurch.

At the same time the full 36 page (A4 size) strategy was delivered to key stakeholders. The external key stakeholders primarily included all participants in the focus groups that assisted in the strategy development, business associations, residents groups, educational institutions, sporting and recreation groups, transportation businesses, government organisations, professional organisations and other interest groups. Internal stakeholders include elected members and Council Units who are directly involved with parking and community issues. Including other requests for the strategy, over 1,500 copies were distributed.

Advertisements were also placed in The Star and The Press and posters were displayed at various locations.

Finally, a website [www.ccc.govt.nz/ParkingStrategy](http://www.ccc.govt.nz/ParkingStrategy) was set up that had the full strategy and associated documents and information to assist in understanding the strategy and making a submission.

## **RECENT PROGRESS**

### **Seminars**

#### **1. Consultants Report**

Research was undertaken during 2002 to investigate the Environment Canterbury reference. It covered aspects relating to mechanisms to control parking such as minimum parking requirements, maximum parking requirements and parking caps. The final results of this study were presented to the Sustainable Transport and Utilities Committee on 15 May 2003. The contents of this study have informed the parking strategy and have been discussed as part of the analysis of the submissions and recommendations.

#### **2. Analysis of Submissions and Recommendations (tabled)**

Two seminars (19 May 2003 and 29 May 2003) were held for the Sustainable Transport and Utilities Committee on the analysis of submissions and recommendations following the public consultation process on the Parking Strategy. These seminars provided an opportunity for the Committee to receive feedback on the consultation process and consider changes to be made to the Consultation Document so that a final strategy can be adopted.

Some 83 submissions were received during the consultation period (October - November 2002). These submissions were received from representatives of transport, business, education, recreation, community and resident groups as well as many individuals.

The most significant changes to the document following the consultation relate to the vision/objectives, the kerb-space priority tables and the implementation tables.

### **Vision/Objectives**

It is recommended that the Objectives be deleted, as in some instances they are a duplication of the goals under the Vision. There was also very little explanation or linking to the Objectives in the Consultation document. The amendments involve taking the matters covered in the Objectives and including them into the explanations under the appropriate goals in the Vision section.

### **Kerb-Space Priority**

It is recommended that the Kerb-space Priorities be separated out into a new subsection of the general section. The consultation document included the policy, method and explanation for kerb-space priority under the Travel Demand Management subsection 5.2.3. The recommendation is to move the policy and method into a new Kerb-space Priority subsection, still within the general section and to include a more detailed explanation of its application and special notes for its use. The priority tables would remain in each separate section of the strategy but be cross referenced back to the general section for the explanatory notes. The order and contents of some of the tables have also been changed.

## **Implementation Tables**

Some new methods and policies are recommended following the consultation and additions are subsequently proposed to the implementation tables. These are mainly in terms of the new items to be undertaken. The main items that have been added that will require some additional funding as an outcome of this strategy are mainly related to bicycle parking in the New Physical Works table.

### **FINAL STRATEGY DOCUMENT** (separately circulated)

The Parking Strategy is a non statutory document and will sit alongside the existing strategies for public transport, road safety, cycling and pedestrians. The final design and layout of the Parking Strategy will not vary much from the consultation document and the proposed final text has been attached.

### **PROCESS FROM HERE**

A finalised strategy document will be formatted and designed with the amended text and be sent out to key stakeholders and all submitters. The external stakeholders primarily include all participants in the focus groups that assisted in the strategy development, business associations, residents groups, educational institutions, sporting and recreation groups, transportation businesses, government organisations, professional organisations and other interest groups. Internal stakeholders include elected members and Council Units who are directly involved with parking and community issues. The final strategy should be available in August 2003.

With the adoption of the Parking Strategy, discussions with Environment Canterbury on their reference to the Environment Canterbury can be significantly advanced with a hope that resolution can be reached on the desired outcomes of the reference.

#### **Staff**

- Recommendation:**
1. That the Council adopt the proposed changes to the text of the Consultation Document.
  2. That the Parking Strategy proceed for adoption as Council Policy.

#### **Chairman's**

- Recommendation:** That the above recommendation be adopted.