

Officer Responsible Parking Operations Manager	Authors Maurice Smith, Mark Noonan
Corporate Plan Output: Off-Street Parking Page 8.5 Text 5	

The purpose of this report is to seek Council approval to implement parking controls within the area of the “Centennial Pool” Car Park.

BACKGROUND

During the process of confirming the budget for the redevelopment of the “Centennial Pool”, agreement was reached that the Parking Unit would contribute funding towards the development of the complex’s car park on the understanding that paid parking would be implemented to control parking on the site.

OPTIONS

There are realistically two ‘generic’ options to control parking at the “Centennial Pool” Car Park. These are:

1. Paid Parking

(a) Parking Coupons

This would be a similar situation to that at the Sheraton (Art Gallery) Car Park which is a coupon parking area.

While this option is certainly feasible, the coupon system is best suited to use by commuters. Moreover it is not perceived as user friendly by the majority of motorists and it is considered the use of this system at the “Centennial Pool” Car Park would be a retrograde step and hence is not recommended for further consideration.

(b) Barrier Control

Essentially the same system as currently used in parking buildings. The option also exists to operate an unstaffed barrier control system utilising automatic (pedestrian) pay stations.

However as the capital cost of a barrier control system would range between \$150-250,000, depending on the type of system, and ongoing operational costs would be in the order of \$100-150,000 per annum (staffed option) and \$30-50,000 per annum (automatic pay station option); this is not considered to be an economically viable option especially given the relatively small number (39) of parking spaces involved, and estimated annual revenue of \$20-30,000.

(c) *Parking Meters (Single or Multi-Bay)*

The installation of parking meters in this car park is a viable option economically. No additional capital over current budget provisions would be necessary as the reduction in the number of meters on Oxford Terrace would largely finance the installation of meters in this area. Operational costs would also be minimal as the collection/processing of cash from the meters would not involve any additional staffing.

Depending on the type of parking meter used the value of meters installed would be between \$30-38,000.

Estimated Annual Revenue: Approximately \$20-30,000.

(d) *Pay and Display Machines*

The same system as currently installed at the Council's Rolleston Car Park, the KEB Car Park and the St Andrews Car Park.

Pay and Display machines are ideally suited to open lot off-street car parks and are working very satisfactorily at the Rolleston Car Park.

They have all the advantages of parking meters with the additional advantage that the cost of pay and display machines would be some 50% less, at approximately \$12-15,000, than electronic parking meters.

Note: Both pay and display machines and parking meters have the flexibility to provide for a tiered charging system whereby hourly charges (rather than a restriction on the length of time one may park) act as the primary rationing mechanism to encourage parking turnover.

Estimated Annual Revenue: Approximately \$20-30,000.

2. **Time Limit Parking**

Under this option the Council would resolve to impose time limit parking restriction(s) within the car park, for example a P120 time limit, which would control the period of time vehicles could legally be parked.

This is the most cost effective option in terms of establishment costs. However time limits are significantly less effective as a parking control measure than paid parking controls and require substantially greater input of staff time to police them. Hence operational costs are invariably higher.

PREFERRED OPTIONS

1. Pay and Display

Of the paid parking options Officers favour the use of pay and display machines. This would entail the installation of two pay and display machines (refer attachment) within the car park. Should the Council elect to adopt this option it is proposed that a tiered charging system be established as follows:

- 50 cents per hour for the first two hours (On-Street comparison = \$1.20 hr).
- \$2.00 per hour for the third hour.

The goals of the above charging proposal is firstly to set the charge for the first two hours at a relatively nominal level to ensure that parking charges aren't perceived as a disincentive to pool/leisure centre use, secondly to encourage parking turnover after 2-3 hours and thirdly to effectively bar commuter use of the car park.

It is also recommended that a maximum parking period of three hours be adopted in conjunction with the charging system proposed above as an additional measure to control commuters parking and encourage turnover of spaces.

2. Time Limited Parking

Under this option a maximum parking period would apply to the entire car park, with the proposed maximum being 120 minutes, as experience has shown that when not linked to a requirement to pay for time parked any longer period is difficult to police as it provides ample opportunity for commuters (in the main) to 'play the system'.

Nevertheless this is a viable option should the Council favour 'free' parking at this car park.

OTHER ISSUES

There are three Operation Mobility parks and two short term drop off/pick up parks near the Armagh Street frontage of the car park (refer attachment). The Council will need to formally resolve to designate these spaces for specific uses/classes of users to enable them to be controlled.

It is not proposed to include these parks within the 'paid' area of the car park, rather it is proposed that the Operation Mobility parks have a P180 time limit and the short term parks a time limit of 10 minutes.

It is also necessary to recommend the formalisation of a small no stopping area within the car park.

Some Committee members questioned the proposal to charge for parking on the Centennial Pool site. Methods of providing a discount for pool users who use the pool site car park were also discussed.

- Recommendation:**
1. That pursuant to the provisions of the Christchurch City Traffic and Parking Bylaw 1991 the Council resolve:
 - (a) To declare the 'Centennial Pool' Car Park a multiple parking meter (pay and display) area, with the exception of the three spaces detailed as Operation Mobility spaces and the two spaces detailed as 'P10' spaces as shown on the attachment.
 - (b) To declare a maximum parking period of 180 minutes within the multiple parking meter area of the car park.
 - (c) To declare the three spaces shown on the attachment as being Operation Mobility spaces, to be reserved for the parking of vehicles displaying valid Operation Mobility concession cards and to install single meters for each space.
 - (d) To declare the two spaces shown on the attachment as P10 spaces to have a maximum time limit of 10 minutes.
 - (e) To prohibit the stopping, standing or parking of vehicles at all times within the area marked by a broken yellow line and annotated 'No Stopping' on the attachment .
 - (f) To fix the fees for parking within the car park during the period of the 1998/99 financial year as:
 - 50 cents per hour for the first two hours.
 - \$2.00 per hour for the third hour.
 - (g) To declare the hours of operation of paid parking within the area of the car park to be:
 - 9.00am to 5.00pm Monday to Thursday.
 - 9.00am to 8.30pm Friday.
 - 10.00am to 4.00pm Saturday.
 2. That the parking area be appropriately signposted "For Centennial Pool users only".