

**11. CHRISTCHURCH HOSPITAL PARKING:  
RICCARTON AVENUE SITE**

RR 9122

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Corporate Plan Output: P 8.5.14 Off-Street Parking	

The purpose of this report is to seek the Committee’s approval to amend the Council resolution of 24 April 1996 pertaining to parking controls at Christchurch Hospital, in order to facilitate the implementation of paid parking on the Riccarton Avenue site of the Hospital.

**BACKGROUND**

In April 1996 Canterbury Health Limited and the Christchurch City Council entered into a ‘Deed of Licence’, under the terms of which the Council assumed responsibility for the management of public parking at Christchurch Hospital. One of the key outcomes of this joint initiative was that wheel-clamping at the Hospital ceased.

Subsequently at the 24 April 1996 Ordinary Council meeting the Council resolved pursuant to the Christchurch City Traffic and Parking Bylaw 1991, to implement various parking restrictions designed to control parking within the public parking areas of the Hospital. The ‘Deed of Licence’ and associated restrictions remain in force to date.

In October 1996 the Board of Canterbury Health, the Council and a private developer reached agreement on the structure of a joint venture to construct a 365 space parking building on the ‘Manse’ site of Christchurch Hospital.

The fundamentals of the agreement included the implementation of ‘paid’ parking on the Hospital’s Riccarton Avenue site and the operational integration of this site and the parking building, with the Council managing both sites. The basis of the decision to integrate the operation of parking at the Hospital and introduce paid parking on the Riccarton Avenue site was essentially two-fold, firstly to provide a more effective ‘rationing’ mechanism and secondly to support the parking building financially as it had been assessed as being commercially non-viable as a stand alone unit.

Budget provision was made in the Parking Unit’s capital budget for parking control and ancillary equipment to fit-out the parking building, and for the installation of parking control equipment on the Riccarton Avenue site.

**DISCUSSION**

The new Hospital parking building is due to be completed (inclusive of systems fitout) by the start of March this year. Given this the Chief Executive of Canterbury Health and the Parking Operations Manager consider that a target date of 1 April for the implementation of paid parking on the Riccarton Avenue site is appropriate. This will provide adequate lead time for necessary work to be carried out, and importantly, to publicise both the new building and the introduction of paid parking on the Riccarton Avenue site.

## **Payment System Options**

From an operational and financial (capital) perspective there are realistically two payment system options to control parking on the Riccarton Avenue site. These are:

- **Barrier Control**

Essentially the same system as currently used in Council parking buildings, including the Hospital Car Park when commissioned.

- **Pay and Display Machines**

As installed at the Council's Rolleston Car Park, the KEB Car Park and the St Andrews Car Park. Ideally suited to large open lot off-street car parks.

It should be noted that both systems are widely used internationally to control parking at Hospitals and other similar facilities.

During the process of jointly assessing the barrier control option, Canterbury Health's Chief Executive raised concerns he and a number of his colleagues had regarding possible safety implications for patients and staff should emergency service vehicles (Ambulance and Fire in particular) be delayed by vehicles queued at the entrance/exit during peak visiting hours.

Although remedies to overcome these concerns were explored and were feasible, for example creating a new exit on to Oxford Terrace near the Antigua Street intersection and at the same time making the current Riccarton Avenue entry/exit an entry only; these remedies all involved significant physical works and understandably Canterbury Health were reluctant to agree to this.

Both parties concluded that on balance Pay and Display multiple parking meters were the preferred payment system, 12 machines being assessed as adequate to ensure the provision of a high degree of service/user friendliness. Therefore it was agreed this would be the system recommended to Council for installation on the site.

## **Charges – Riccarton Avenue Site**

Discussion between the parties confirmed previous thinking that parking charges on the Riccarton Avenue site should be in line with charges on roads bordering the Hospital (\$1.20 hour), and attract a small premium over charges in the parking building to reflect the utility value to people of being able to park closer to their end of journey destination.

As with all paid parking, charges are amongst other things intended to act as a rationing mechanism, ie rationing a scarce resource by encouraging parking turnover. People wishing/needing to park for long periods will be encouraged to use the parking building where charges have previously been set at \$1.00 per hour up to a maximum of \$6.00 per day between 7.00 am and 10.00 pm.

Consequently it was agreed to recommend the following charges on the Riccarton Avenue site:

- \$1.20 per hour up to the maximum daily rate.
- \$10.00 day (maximum daily rate).

### **Operational Matters**

In discussion with the Chief Executive of Canterbury Health the following items have also been agreed in principle:

- **Hours of Operation**

0700-2230 Monday to Friday.

0900-2100 Saturday and Sunday.

Note: Applies to both the parking building and the Riccarton Avenue site.

- A 'no payment required grace period' of 20-30 minutes will apply to paid parking areas on the Riccarton Avenue site to provide for short term drop-off and pick-up.
- A system will be put in place to provide the opportunity for people who overstay the time they have paid for (and who incur a 'ticket') to pay either the balance of the additional parking time or the balance of the fine applicable to the 'ticket', after which the 'ticket' will be cancelled. The precise detail of how this system will work is currently the subject of discussion between the parties.

### **PUBLICITY**

A joint communication plan is in development, the intention being to widely publicise the new parking building and changes to parking on the Riccarton Avenue site. Canterbury Health's Communications Manager is working closely with Council officers to ensure all publicity is co-ordinated.

One of the strategies agreed is that during March the parking building will be open to the public free of charge as a means of raising awareness of its existence and encouraging the public to make full use of it. Charging is to commence in conjunction with the commissioning of paid parking on the Riccarton Avenue site.

### **IMPACT ON SURROUNDING AREA**

It is fair to say there is widespread consensus that the new parking building will provide significant benefits to Hospital users, and potentially to customers of businesses in the area and to users of Hagley Park.

However, concern has been expressed that the requirement to pay to park in the building and on the Riccarton Avenue site on Saturdays and Sundays may impact adversely on parking availability on surrounding roads, in particular Rolleston Avenue, Cambridge Terrace, Oxford Terrace, Antigua Street, Tuam Street, Hereford Street, Riccarton Avenue and Hagley Avenue.

The Director of the Arts Centre recently reiterated these concerns in relation to the cultural precinct, and proposed that the hours of operation of metered parking within the area bounding the Hospital be extended to encompass Saturdays and Sundays.

The Chief Executive of Canterbury Health supports the view that the operating hours of metered parking in the abovementioned areas should be extended to include Saturdays and Sundays.

## CONCLUSION

The commissioning of the new 'Hospital' parking building and the implementation of paid parking on the Riccarton Avenue site is the culmination of a lengthy process aimed at alleviating parking problems at Christchurch Hospital. To quote former Mayor Vicki Buck it is "*an example of a Local Authority, a Crown Health Enterprise and the private sector all working together in a manner which provides a positive outcome for visitors to Christchurch Hospital and residents of Christchurch alike*".

**Recommendation:** That the Council resolve:

1. That the following parking restrictions imposed by Council by way of resolution at its meeting on 24 April 1996 be revoked:

*"2. That pursuant to Clause 4 of the Christchurch City Traffic Parking Bylaw 1991 the Council resolves:*

*(c) That the parking of vehicles be restricted to a maximum time limit of 30 minutes, at any time, in the marked parking spaces in the following areas:*

*(i) In the parking area between the Chapel and the Parkside block.*

*(e) That the parking of vehicles be restricted to a maximum time limit of 120 minutes at any time in the marked parking spaces in the following areas:*

*(i) On the perimeter road commencing at a point opposite the western end of the Parkside block and extending to the Rolleston Avenue access bridge.*

*(ii) In the two parking areas between the Hostel and the Parkside block.*

*(iii) In the parking area at the eastern end of the Parkside block, north of the "Emergency" entrance.*

(f) *That parking be restricted to vehicles displaying 'Operation Mobility' concession cards in the marked spaces in the following areas:*

(i) *Seven spaces on the south side of the perimeter road from opposite the western end of the Parkside block to opposite the eastern end of the School of Medicine.*

(ii) *Five spaces in the parking area between the Chapel and the Parkside block."*

2. That, pursuant to Clauses 9 and 18 of the Christchurch City Traffic and Parking Bylaw 1991 the Council resolve:

(a) That the parking areas shown in blue on the attached Plan A to be multiple parking meter areas.

(b) That the parking spaces shown in red on the attached Plan A to be:

(i) Multiple parking meter areas.

(ii) Operation Mobility spaces, reserved for the parking of vehicles displaying valid Operation Mobility concession cards.

(c) That the operating hours of multiple parking meters within the area shown in blue and red on the attached Plan A be:

- 7.00 am to 10.30 pm Monday to Friday.
- 9.00 am to 9.00 pm Saturday and Sunday.

(d) That the fees payable for the parking of vehicles within the areas shown in blue and red on the attached Plan A be \$1.20 per hour to a maximum of \$10.00 per day.

3. (a) That the current hours of operation of parking meters on the following roads be revoked:

(i) Rolleston Avenue.

(ii) The Rolleston Car Park.

(iii) Cambridge Terrace between Rolleston Avenue and Montreal Street.

- (iv) Hereford Street between Rolleston Avenue and Montreal Street.
  - (v) Montreal Street between Cambridge Terrace and Gloucester Street.
  - (vi) Oxford Terrace between Montreal Street and Riccarton Avenue.
  - (vii) Antigua Street between Oxford Terrace and Tuam Street.
  - (viii) Tuam Street between Antigua Street and Oxford Terrace.
  - (ix) Riccarton Avenue.
  - (x) Hagley Avenue.
- (b) That, pursuant to Clause 9 of the Christchurch Traffic and Parking Bylaw 1991, the hours of operation of parking meters on the roads detailed in Recommendation 3 (a) (i)-(x) (inclusive) of this report be 9.00 am to 5.00 pm Monday to Thursday, 9.00 am to 8.30 pm Friday and 9.00 am to 6.00 pm Saturday and Sunday, exclusive of Public Holidays.
4. (a) That the current hours of operation applicable to the Worcester Boulevard coupon parking area be revoked.
- (b) That, pursuant to Clause 50 of the Christchurch City Traffic and Parking Bylaw 1991, the hours of operation of the Worcester Boulevard coupon parking area be 9.00 am to 5.00 pm Monday to Friday, 9.00 am to 8.30 pm Friday, and 9.00 am to 6.00 pm Saturday and Sunday, exclusive of Public Holidays.
5. That the abovementioned resolutions come into effect on 6 April 1999.

**Chairman's**

**Recommendation:**

That the above recommendation be adopted.