Selwyn District Council

Selwyn District Parking Strategy 2019

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Selwyn DISTRICT COUNCIL

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Foreword

Thanks for your interest in the Parking Strategy for Selwyn.

The need for this strategy is a signal of the impact of growth in our district. Over the past 10 years our population has grown by around 55%, from 38,000 to more than 60,000, making Selwyn now the third largest territorial authority in the South Island.

Alongside this, our economic activity and use of motor vehicles has also increased – vehicles travel 385 million kilometres on Selwyn roads every year.

With this level of growth, it's important we think carefully about how we guide and manage car parking in the future. As a Council we want to make sure we retain our distinctive rural heritage but also allow our townships, residential zones and business areas to thrive and develop. Part of that involves providing residents and visitors with parking that supports safe, efficient access to services and destinations across Selwyn.

Driving a car is a primary, and in many cases only, way for Selwyn residents to access the services we and our families need.

Our growth means that parking in many towns isn't as easy as it used to be – this is part of our new Selwyn. We all need to get used to walking a little further from our parking space to the shops and services we frequent.

In this Strategy we set out a number of parking management options for the different parts of our district, particularly in our larger town centres. It includes provisions both for private and public parking, and links with our other transport strategies.

Thanks to everyone who took the time to read this draft, and give feedback and comments. Your views have helped us ensure we have an effective, workable plan for managing parking as Selwyn continues to grow and develop.

Sam Broughton, Mayor

1. Executive Summary

The purpose of the parking strategy is to provide the overarching strategic direction for the management of parking across the Selwyn District, and particularly in town centres, where the highest demand occurs. This will guide the management of existing, and provision of new, Council owned parking, as well as controls on private parking. This strategy will operate alongside and guide other Council strategies, plans, policies and bylaws, providing direction on how parking will be balanced against other transport outcomes. These include road safety, public transport and walking and cycling, as well as urban design and amenity outcomes across the district.

The vision is that:

> **Parking resources in Selwyn District are provided and managed in an equitable and coherent way, contributing to the accessibility and vitality of the Selwyn District, particularly in town centres. Parking enables vehicle access to destinations for residents, staff and visitors without compromising safety, efficiency and amenity of roads, cycleways, footpaths, public transport and adjoining land uses**.

The strategy identifies strategic outcomes and supporting principles to achieve this vision and guide the management of parking across the District. It also recommends a package of parking management options and actions to guide the delivery of this vision.

2. Vision and Strategic Outcomes

Purpose

The parking strategy provides the overarching strategic direction for the management of parking across the Selwyn District, and particularly in centres[1], where the highest demand occurs. This will guide the management of existing, and provision of new, Council owned parking, as well as controls on private parking. This strategy will guide, and operate alongside other Council strategies, plans, policies and bylaws, providing direction on how parking will be balanced against other transport outcomes including safety, public transport, walking and cycling as well as urban design and amenity outcomes for various areas of the District.

Vision

Parking resources in Selwyn District are provided and managed in an equitable and coherent way, contributing to the accessibility and vitality of the Selwyn District, particularly in the town centres. Parking enables vehicle access to destinations for residents, staff and visitors without compromising safety, efficiency and amenity of roads, cycleways, footpaths, public transport and adjoining landuses.

Strategic Outcomes.

Four strategic outcomes and various supporting principles have been identified to achieve the vision.

District Wide

1: Manage parking[2] across the Selwyn District to meet community, business and visitor needs while minimising adverse effects on community wellbeing including economic, social, cultural, health, safety and environmental.

Supporting principles:

a. Maximise the efficient use of parking resources, including on-street parking where appropriate.
b. Manage parking to minimise adverse effects on transport safety and efficiency.
c. Provide and manage on-street parking and loading in areas of high demand, where this does not compromise the safety and efficiency of walking and cycling networks or access to public transport.

[1] Refer to *Selwyn 2031* for further information on classification of Key Activity Centres (KAC's), Service Activity Centres, Rural Activity Centres.
[2] All parking including loading

d. Balance private and public parking supply and with the wider operational needs and function of the transport network, while contributing to the urban design and amenity outcomes of the surrounding area.
e. Manage and control parking to avoid parking behaviours which may compromise safety or cause a nuisance to other transport users.
f. Reduce parking demand through travel demand management, behavioural change and incentives.
g. Manage parking resources to provide for the needs of the surrounding landuse activities including: mobility, loading, drop-off, customer, and residents.
h. Consider CPTED[3] Principles when designing car parks.

Rural

2: Ensure activities in rural areas provide on-site parking to avoid parking on high speed rural roads and grass verges[4].

Supporting principles:

a. Avoid parking on high speed rural roads where it may cause an adverse safety effect from vehicles manoeuvring on, and pedestrians crossing, high speed roads.
b. Avoid regular use of parking on rural grassed shoulders where this may cause a damage to grass and resultant maintenance costs, dust and mud.

Centres

3: Manage parking within centres[5] to provide for access to destinations, and make efficient use of parking resources, without compromising urban design and amenity outcomes or travel by other modes.

Supporting principles

a. Manage parking across the town centres so that parking is available within a short walk of destinations and connections to other modes.
b. Balance parking provision with efficient use of existing zoned land for built form and amenity, to support more vibrant and consolidated centres.
c. Parking provision does not compromise active building frontages.

3 Crime Prevention Through Environmental Design
[4] Except as provided for by an approved Temporary Traffic Management Plans for parking on rural roads associated with events / temporary activities.
[5] Includes Key Activity Centres, Service Centres and Rural Centres as well as Local and Neighbourhood Centres.

d. Reduce the impact of parking and associated accesses on pedestrian environments and cycle facilities.
e. Parking resources are controlled across the town centre, to balance the needs of all users, including: mobility[6] parking spaces, short stay visitor and customer needs, long-stay staff and commuter needs, and appropriate loading and drop off areas.
f. Provide for parking in ways which reduce the impact on amenity and vibrancy of town centres.

Residential

4: Parking in residential areas is managed to balance demand and supply needs, while ensuring safety, convenience and efficiency for all modes and residential amenity.

Supporting principles:

a. Most parking demand associated with residents is provided on-site, with some residential overflow occurring on-street.
b. Medium density parking demands is met on-site, unless alternatives are available in nearby communal car parks or dedicated on-street parking bays.
c. On-street parking associated with non-residential activities is limited, in duration and or frequency, taking into account residential amenity and safety expectations.

The strategic outcomes and supporting principles have been used to guide the review of existing parking management and the selection of options.

[6]. Mobility parking spaces are to be used only by those who display a valid Mobility Parking Permit issued by CCS Disability Action. Eligibility requires a statement from a doctor that the person cannot walk long distances and requires parking close to destinations

3. Basis for Strategy

Background

Selwyn is a predominantly rural district with a diverse range and size of townships that serve different functions. These range from the smaller rural service townships to those that have been growing rapidly, which are mostly within the Greater Christchurch area of the district, such as Rolleston and Lincoln. With that growth comes the demand to manage and cater for parking, as residential housing and communities grow, and businesses expand.

Different parts of the District require different approaches to parking management. This strategy considers parking management in Rural, Residential and Business zones and particularly focuses on Centres[7] where the greatest parking demand occurs. This includes Key Activity Centres (KAC), Service Activity Centres (SAC) and Rural Activity Centres (RAC) as well as Local and Neighbourhood Centres. The KAC's include the two largest town centres of Rolleston and Lincoln, (referred to as Town Centre 1 KAC's). The two smaller KAC's Darfield and Leeston are considered along side the SAC's ad RAC's. Local and Neighbourhood Centres are also separately considered as are Business 2 and 3 zones which comprise industrial and larger format / trade retailers.

Centres and Business zones

Historically the township, or village "main streets", have accommodated car parking directly outside destinations without impediment or controls, which has influenced travel choices and expectations around the availability of car parks. This level of access is not able to be sustained with the increased growth that some of the larger townships are now experiencing. An increase in population also necessitates a shift in the way people access their town's centre towards parking and walking between multiple destinations. Safe and convenient access to public transport is also critical in meeting the needs of the community. Park and ride facilities will be considered as part of public transport planning and initiatives.

Townships and 'activity centres'[8] typically experience the highest parking demand and result in the greatest need to manage public and private parking provision to meet this demand. There are expectations around the availability of car parks in town centres and a lack of safe and convenient connections through car parks to support active travel modes.

[7] Reference to 'centres' refers to Key Activity Centres (KAC's), Service Activity Centres, Rural Activity Centres and Local and Neighbourhood centres.

[8] Refer to Selwyn 2031 for additional information and classification of Key Activity Centres (KAC's), Service Activity Centres, Rural Activity Centres.

Town Centre Master Plans have been developed and adopted to guide the progressive development of Rolleston and Lincoln. The successful management and provision for parking is critical to achieving the wider outcomes sought and optimising the significant amount of capital investment from the Council and private sector in these two town centres.

The current District Plan requirements for parking are determined on a per activity basis, but this approach needs to be reviewed as the parking demand, and the function and characteristics of these townships, are progressively changing over time. Proposed changes should ensure the amenity of townships is maintained and enhanced so they are attractive for walking and cycling and not car dominated. Finding the right balance between the competing demands within the townships is a prime purpose for this Strategy.

Council staff have identified that there are a number of resource consents being sought for reductions in on-site parking provision in townships. This is in response to applicant's struggling to balance operational needs and minimum parking requirements with the urban design rules that seek buildings to be built up to the primary road boundary to provide an active frontage with the street. It also occurs when the required parking rates exceed the demand anticipated.

Developer agreements have occurred in a small number of instances, where developers provide a financial contribution towards the cost of establishing public on-street car parks as an alternative to providing the required on-site-parking. Currently the financial contribution has been determined by negotiation. However, with increasing demand for this approach a standardised method is required to provide certainty, equitability and transparency.

There has been an increase in community awareness, concern and requests relating to parking as demand increases, particularly in and around town centres. This includes factors such as:

- Business owners concerned about parking duration and insufficient turnover of available spaces, are requesting enforcement of time restrictions.
- Concerns regarding overflow town centre parking into residential areas.
- Confusion over the right to use public on-street carparks where they have been established as part of a consented commercial activity, leading to business owners trying to restrict the use of these to solely for their own activities.
- Conflicting views regarding removal of existing parking in support of street upgrades to provide for improved walking, cycling and public transport routes and bus stops.
- The loss of "right outside" parking availability and resistance to walk short distances from public carparks to destinations.
- In Rolleston heavy/large vehicles from SH1 stopping at fast food outlets and parking over footpaths, no parking lines, and are causing congestion. Owners parking heavy

vehicles outside their “home” in residential neighbourhoods is also causing concern for other residents in terms of safety and amenity.

- All day staff parking demand is competing with visitor demand for on-street public car parking.
- Spill over parking issues relating to education and recreation facilities is competing with other uses e.g. adjoining residential. Typically, this occurs at school start and finish times / at peak Saturday sports times and tends to occur over a relatively short time period, but involves high volumes of traffic movements and parking demand.

Rural

Rural roads are typically high speed environments and parking on the grass verge can cause a safety, liability and maintenance concerns. Rural sites tend to be larger to enable activities to provide for their parking demands on-site.

Residential

Residential areas anticipate a high level of amenity and a sense of community within the neighbourhood. On-street parking supply is typically plentiful, and most dwellings have on-site car parking for residents.

Overall approach

This parking strategy considers how Council may address the provision of sufficient car parking across different areas of the District and particularly in townships, in an equitable manner. This approach needs to balance road functions with access to destinations and efficient use of parking resources. In townships this should also ensure best practise urban design is adhered to and walkability is not diminished.

Parking Related Effects

Parking can both directly and indirectly affect economic, environmental and socio-cultural outcomes. The key factors relating to these wellbeings are identified below.

Economic

Parking is related to a variety of economic effects including:

- Cost of land, both purchase and on-going costs such as rates, particularly in townships where land availability may be constrained by existing development.
- Construction, maintenance and management costs associated with utility infrastructure installations, upgrades and replacements
- Monitoring and enforcement costs and revenue generated from fines or charges.

- Opportunity costs, including loss of development potential through a reduction in commercial floor area on a site due to the space required for car parking.
- Productivity costs where car parking is not readily accessible to an activity or productivity benefits where convenient parking provides access for customers.
- Unintentional subsidies of motor vehicle travel, such as free parking, can unfairly incentivise private motor vehicle use over other travel modes, such as walking, cycling and public transport.

Environmental

Parking provision can impact on the environment including:

- Parking management influences travel demand and mode choice. Excessive parking supply can potentially encourage unnecessary vehicle use, while parking controls can incentive the use of other more environmentally friendly travel modes.
- Competition for street space and impacts on streetscape amenity. For example, reduced walkability arising from increased vehicle crossings.
- Parking can have a visual impact and affect the generally amenity of an area.
- Parking areas contribute to urban sprawl as the area of land used for towns and centres and associated loss of land in adjoining rural and natural areas.
- Moving between private car parks or searching for available public car parks can create unnecessary travel and result in congestion[9] and associated effects such as vehicle noise, and fumes.

Social, cultural, Health, Safety and Wellbeing

Parking provision can affect:

- Access: adequate and conveniently located parking provision provides access to goods, services and social and cultural destinations for motorists.
- Limited or poorly located parking can impact disproportionately on sectors of the population that are less mobile, for example, elderly and disabled. Urban sprawl can also increase distances between places of residence and employment, socialisation and recreation.
- Parking design and location can improve safety and security, within the car park, and between the car park and destination.
- Different sectors of the community may have different parking needs and views, underpinning different values on car parking.

[9] Also reduces access and productivity and has associated social and economic effects.

- Overflow on-street parking in residential areas can impact on the character and amenity of the neighbourhood.
- Personal preconceptions on the safety and convenience of roads, coupled with levels of mobility and socio-economic background, have a direct influence on the choice of travel modes and whether car parking is needed on a day to day basis.

The wide-ranging effects of parking can sometimes be conflicting. Recognising this is important to delivering a successful parking strategy that meets the requirements of the community, in an equitable manner, while being consistent with the other outcomes sought by the people who live, work and visit the Selwyn district.

Parking Resources

There are a variety of parking resources within the Selwyn District, both private and public, on-street and off-street. There are two main methods used for managing car parking within the District, the Traffic and Parking Bylaw, and the District Plan. Provision of parking also occurs through the Annual and Long-Term Plans. A summary of these existing methods is provided in Appendix 1.

Private off-street parking is primarily controlled by the District Plan for a particular landuse or development. On-street parking is permitted on most roads in the District other than in specific locations where there is a safety concern or lack of space. Roads that experience high parking demand are usually provided within marked parking lanes.

Centres

The highest parking demand occurs in the larger town centres of Lincoln and Rolleston[10]. Darfield, Leeston and Prebbleton also experience moderate on-street parking demand. In these areas parking is met through a mixture of on-street parking (including time restrictions in some locations) and off-street parking. Most off-street parking is on private development sites.

Some informal park and ride demand is also occurring in town centres, where drivers park near bus routes and then use public transport to destinations. The car park at the corner of Gerald Street and Kildare Terrace in Lincoln is being used in this way. Some parking may also occur where drivers are meeting and then carpooling to other destinations.

The Council provides some off-street parking at public reserves, recreation centres, and for libraries and service centres. These car parks are primarily provided to meet the demand associated with the activity. The Council also has a public off-street car park on the corner of Gerald Street and Kildare Terrace, and is in the process of acquiring land for additional future off-street parking in the town centres of Lincoln and Rolleston.

Rural

In rural areas parking demand is expected to be met on-site to avoid damage to grass berms, which can occur from regular use and to minimise the potential for adverse safety and efficiency effects from vehicles manoeuvring to and from parks, and pedestrians crossing, high speed roads.

Residential

In residential areas, most residents parking demand is met on-site, within garages and driveways. Some on-street parking demand comes from visitors and from households that have a higher than average car ownership, particularly in medium density areas where on-site parking provisions can be lower and alternative ways to meet parking demand may need to be considered (where a double garage on each site may not always be achievable or appropriate).

Typically, on-street parking demand in residential areas is low with the exception of locations in close proximity to schools, recreation areas, community facilities and commercial activities, where overflow parking demand for these activities extends into adjacent residential areas. Where this demand varies, and peak demand isn't high then the effects generally aren't significant. However, some complaints are received from residents where high demand occurs

[10] Refer to Novo Group 2018. *Selwyn District Background Parking Study*.

on a regular basis. Such demand can compete with residential parking needs and can cause amenity conflicts and traffic safety and efficiency concerns.

Summary

The existing approach to parking management varies across the District and there are a variety of strengths and weaknesses[11] of this in respect of achieving the Vision and Outcomes outlined in section 2.

[11] Refer to Appendix 2 for a summary of strengths and weaknesses.

4. Strategic Context

The management of car parking is guided by legislative requirements, as well as the related Regional and District, policies, plans and strategies that are developed under this legislation. A brief summary of the relevant legislation and regional Council policies is provided in Appendix 3 and a summary of relevant Selwyn District documents is provided below.

Selwyn District Council

Selwyn 2031

The purpose of Selwyn 2031 is to provide an overarching strategic framework for achieving sustainable growth across the district to 2031. The Strategy emphasises the importance of adopting and implementing a strategic approach to managing urban growth as a means of strengthening the district's self-sufficiency and to ensure that it continues to be a great place to live, work and play. In doing so, the Strategy seeks to provide higher quality living environments; innovative business opportunities; maintain the district's iconic rural character; explore opportunities to enhance our social and cultural wellbeing and better manage our natural resources. Selwyn 2031 also sets out the centres network which includes of Key Activity Centres (KAC's), Service Activity Centres (SAC's), and Rural Activity Centres (RAC's). the two largest KAC's are Lincoln and Rolleston which are identified as Town Centre 1 KAC's with the two smaller KAC's, Darfield and Leeston, identified as Town Centre 2 KAC's.

Ellesmere and Malvern Area Plans

The purpose of the Area Plans is to provide high-level planning direction to guide the growth and sustainable management of each township in the Ellesmere and Malvern areas through to the year 2031.The Area Plans identify initiatives to assist in the delivery of Selwyn 2031. Both Area Plans noted some restriction on finding available parks in the town centres at peak times.

Long Term Plan (LTP) and Annual Plan

The LTP sets out the key projects and activities the Council has planned over the next decade and identifies how the work program will be funded.

The 2017/18 Annual Plan sets the Council's operational and financial plans for the coming financial year. The transport section notes:

> *Travelling throughout the District takes place either on a road, cycleway or a footpath and as such these routes form an important part of how people experience Selwyn. Geographically our large size means that the predominant form of travel is always likely to be by private motor vehicle. Opportunities to enhance public transport and*

> *walking and cycling in Selwyn's growing townships are being continually sought out to provide a wider range of transport choices for people*.[12]

The 2017/18 Annual Plan notes that transport can have a negative effect on the social, environmental and cultural wellbeing of the District. Council will seek to mitigate these effects through considering:

- Design, location and operation of transport infrastructure to minimise effects on amenity, quality of life and the environment.
- Impact of transport routes on communities, connecting communities by integrating modes, and link destinations.
- Provision of new infrastructure and services to support growth and prosperity whilst ensuring resilience and sustainability by avoiding increased dependency on fossil fuels.
- Minimising effects on rural amenity and landscapes, stormwater, vehicle emissions, and other environmental effects that can arise from transport and new transport infrastructure.

Town Centre Plans

The adopted Rolleston Town Centre Master Plan (2014) and the Lincoln Town Centre Plan (2016) guide growth and development in the District's two largest town centres.

Both Town Centre Plans set out what is anticipated in different areas of the town centre and include a retail "high street" where pedestrian connectivity and quality of the street environment are a high priority. The high-streets are identified as Tennyson Street, Rolleston and Gerald Street in Lincoln.

Both Plans also seek to provide car parking to the rear of activities and identify the location of existing and proposed car parking[13].

The Rolleston Plan states:

> *An appropriate level of car parking is required to support town centre activities. This will include both on and off-street car parking. Careful management of car parking supply and demand will be necessary to achieve a successful town centre. Development should be carefully designed to integrate car parking and options considered around a mix of shared parking. Centralised car parking building sites will be considered … ...*

[12] Transportation Overview, Page 62
[13] Refer to Figure 16 in the Rolleston Town Centre Master Plan and Figure 2 in the Lincoln Town Centre Master Plan.

> *Increases in walking, cycling and public transport will help to keep the amount of car parking to a manageable level. ..*[14]

The Lincoln Town Centre Plan includes the historic town centre and extension west towards the New World supermarket. The Plan seeks to preserve the existing character and identity. This includes active building frontages within the historic town centre, connections for walking and cycling and potential search routes for car parking.

The Lincoln Town Centre Plan also indicates a new public car park on William Street, removal of parking along parts of Gerald Street associated with provision of cycle facilities, and increased parking provision on West Belt, William Street, Maurice Street, Lyttelton Street, and Robert Street.

The Lincoln Town Centre Plan notes:

> *Buildings that are placed along the street boundary and boast active frontages create visual interest that connects the public area with the activities taking place inside the building. They create a lively and interesting street scene. Buildings that incorporate active frontage as part of their design help to frame and define a street scene and are what gives a town centre its distinctive character and sense of importance. By contrast, long blank walls, parking areas in front of shops, and buildings which turn their back on the street, destroy the continuity and appeal of a town centre*[15].

A Lincoln Town Centre Parking Management Plan includes a variety of recommendations and actions for parking location, time restrictions, enforcement, search routes / signage.

Selwyn District Plan

The Selwyn District Plan sets out the objectives, policies, rules and other methods for managing the use and development of Natural and Physical resources in the Selwyn District (under the RMA). The parking related policies of the District Plan are summarised in Appendix 1. The District Plan is currently under review and will be a key method for achieving appropriate parking outcomes.

The District Plan also includes urban design provisions that indirectly relate to car parking. These include active building frontages i.e. shop front doors and windows that face the street and car parking to the side or rear. Another provision applies to landscaping, which is to be

[14] Page 29.
[15] Page 8

provided as a measure to mitigate large amounts of impermeable surfaces where provision is made for more than 20 spaces.

Current District Plan provisions[16] allow for narrow Local Roads in residential zones to encourage a greater sense of "place" by residents on these living streets by reducing the volume of traffic and their associated speeds as part of a wider road classification network. This approach has not been entirely successful when residents park on both sides of the road, reducing traffic flow to a "one lane scenario". Some residents have responded by parking their vehicles across grass berms and footpaths undermining the purpose of narrower carriageways.

The absence of sufficient parking, accentuated by poor parking behaviour, has the ability to impede access for key service vehicles like rubbish collection trucks and emergency vehicles, like fire engines and ambulances.

Transportation Activity Management Plan (AMP)

The Transportation AMP supports the LTP and details Council's approach to managing transport assets at the lowest whole of lifecycle cost.

The AMP identifies the rationale behind capital projects, including those identified specifically to give effect to thriving town centres in Rolleston and Lincoln.

Walking and Cycling Strategy 2018

Council's Walking and Cycling Strategy identifies how Council will enable *"A Selwyn where more people walk and cycle safely for transportation and enjoyment"*. This Strategy will operate alongside the Parking Strategy to enable all transport modes.

[16] Refer to Table E13.8 in Appendix E13 of the Township Volume of the Selwyn District Plan.

5. Opportunities and Challenges for Parking Management

The review of parking within Selwyn District has identified a number of opportunities and challenges which are summarised below.

Opportunities	Challenges
• **Public parking** provision would be **more efficient** at meeting overall parking demand, reducing land required and allowing people to park once to visit multiple destinations. • **Alternatives** to private on-site parking **may reduce constraints** on achieving urban design outcomes and allow intensification of commercial development. • **Shared parking** supply could reduce congestion associated with moving between car parks or searching for available spaces. • **Enforcement** fees could contribute to costs of management and ensure turnover of short duration parking. • **Development contributions** for off-site parking could provide funds for provision of public parking resources and provide an alternative to on-site provision. • Better **planning and control** of car parking can **improve amenity** and encourage / incentivise **walking, cycling** and access to **public transport** and provision of safe, attractive and convenient facilities and connections between them. • Controls on car parking supply and management can contribute to	• Parking officers would be needed to enforce time restrictions. Cost of **enforcement** exacerbated by dispersed locations of centres. Fines may be met with resistance from the public. • **Cost recovery / development contributions** for any public off-street car parking requires a fair and equitable process. • A number of factors influence the rate of **commercial growth** and resultant **parking demand**. As demand increases existing on-street parking supply will be fully utilised and alternatives need to be in place. This necessitates regular **monitoring (surveys)**. • **Public** off-street car parking requires **acquisition of land** in appropriate locations and provision of parking in **suitable timeframes** to meet demand. Council expenditure, strategic property acquisition, operation and maintenance and planning need to be aligned with and adjustable for predicted and actual commercial growth. • Parking supply and demand can be affected by attitudes, **existing use rights** and **specific activity needs**. • **Public attitudes** around demand, location, ownership and availability of

behaviour change that supports travel demand and mode shift outcomes.	parking spaces vary greatly across the community. • **Mobility parking and loading** demands need to continue to be met in close **proximity** to activities.

6. Parking Management Options

The parking management options used to achieve vision for parking in the Selwyn District are summarised below[17].

Maximum parking limits are set through either a rate or threshold to determine on-site parking requirements. This approach allows parking to be provided on the site up to the maximum quantity (number of spaces) or up to a maximum rate (usually based on floor area). When used on their own, there is no minimum parking provision required.

No Private Parking Permitted - does not allow private parking to be provided on-site[18]. It usually applies to parking in conjunction with activities in defined locations.

No Parking Controls - removes all parking controls and allows developers to provide as little or as much parking as they feel is needed to meet their needs.

Shared and Public Car Parking can include reliance upon on-street parking resources and provision of public off-street parking. It can also include off-street parking which is privately owned but shared (through leases or other arrangements) by several sites or activities.

Minimum On-site Parking Reductions / Rates - the minimum on-site parking provisions for each activity could be reduced for certain areas or activities or reduction factors can be applied for additional cycle facilities, accessible by public transport or with a travel management plan.

Parking Restrictions and Enforcement - The parking bylaw specifies time and user class restrictions for example mobility parking, loading spaces and time restrictions for public parking. Parking enforcement is typically used to increase adherence to these restrictions.

Parking Management

Different parking management options can contribute to different Strategic Outcomes and may be more or less appropriate in different parts of the District as outlined below[19]:

- **Rural** areas -status quo achieves Outcome 2[20].
- **Residential** areas – status quo or minimum reductions are the best options for achieving Outcome 4[21] however minimum reductions also contribute towards more of the over-

[17] The Selwyn District Background Parking Study included a review of relevant literature and parking management used by other District Councils.
[18] The parking demand is generally provided for nearby within shared parking on-street or in defined off-street locations
[19] Refer to Appendicies 4 and 5 for further detail.
[20] Refer to section 2.
[21] Refer to section 2.

arching policies under Outcome 1[22]. Shared public parking may be appropriate in medium density areas.

- **Centres - Core retail or high streets**[23] -no private parking permitted for activities is the most effective where higher built floor area, higher levels of urban design and higher quality pedestrian environments are sought.
- **Centres** - The combination of shared parking and no private parking permitted would together achieve most of the policies in respect of Outcome 3[24] however maximums also contribute to most policies in centres.
- **Centres** - no parking controls can allow good outcomes however provide less certainty and are best used in conjunction with other methods such as maximum thresholds and shared parking.
- **Generally** - shared parking, parking restrictions and enforcement were complementary to most options.
- **Other areas such as Business 2 and 3 zones** - Minimums with reductions contributed to the most principles for outcome 1.

[22] Refer to section 2.
[23] Such as the Lincoln KAC Precinct 1 (east) and parts of the Rolleston Key Activity Centre, Precincts 1 and 8, west of Tennyson Street
[24] Refer to section 2.

7. Recommended Parking Management

The following package of parking management options are recommended.

Activity Centres

Lincoln KAC Precinct 1 (east)[25] *and parts of*[26] *the Rolleston Key Activity Centre, Precincts 1 and 8, west of Tennyson Street:*

- No private parking permitted for activities / developments; and
- Shared public off-street parking areas provided in and around these locations; and
- Regular monitoring of growth, and parking demand, including the accessibility and availability of loading spaces; and
- Parking restrictions and enforcement used to maximise efficient use of on-street resources; and
- Development contributions applied for activities to partially fund the establishment and operation of public parks.

Lincoln KAC, Precinct 5 along Gerald Street and North-eastern parts of Rolleston KAC

- Investigate options to provide public parking and remove onsite parking requirements. (otherwise as below)

Lincoln and Rolleston KAC's (except as above) and Darfield, Leeston, Southbridge, Dunsandel, Prebbleton, West Melton, and Coalgate/Castle Hill activity centres:

Either:

- No parking requirements and shared public parking (and development contributions) with associated monitoring;

Or,

- Minimum parking rates with reduction factors for public transport access, cycle facilities, and travel plans.

And:

- Shared private parking is permitted / enabled
- Parking restrictions and enforcement is used to maximise the efficient use of on-street parking resources.

[25] Refer to Maps in Appendix 6
[26] Refer to Maps in Appendix 6

- Monitoring of parking demand to determine where significant growth is occurring to enable responses to be targeted to the areas
- Reduce the existing 20 space maximum threshold and consider enabling assessment of actual demand versus urban design and built density outcomes to reduce the risk of adverse effects associated with parking over-supply.

Local and Neighbourhood Centres

- Reduced minimum parking requirements.

Business 2 and 3, and Residential Zones

- Minimum parking rates with reduction factors for public transport access, cycle facilities, and travel plans
- Shared private parking permitted / facilitated

And

Residential Medium Density

- Further investigation / consideration of alternative arrangements to achieve communal car parking and or use of dedicated on-street parking where available.

Rural Areas

- No change.

8. Actions

Action[27]	Timeframe / Process
1. Feasibility Studies/ Further Investigation a. Public parking for Lincoln Key Activity Centre (KAC) Precinct 5. b. Public parking for Rolleston KAC N-E sections c. Medium density parking management / alternatives	For consideration through LTP 2021
2. District Plan Review. Review and amend: a. Parking objectives and policies for consistency with the parking strategy. b. No private parking permitted for activities in Lincoln KAC (precinct 1 east)[28] c. No private parking permitted for activities in Rolleston KAC (parts of precinct 1 and 8 west of Tennyson Street) [29] d. Review minimum parking rates applicable to centres (Status quo, reduce rates or remove minimum requirements) including results of Action 1. Consider reduction factors for public transport, cycle facilities and travel plans. e. Parking rules to enable sharing and provision of off-site car parks in centres and other business zones. f. Maximum parking thresholds in centres and associated assessment criteria.	Through District Plan review (underway)

[27] Reference to 'centres' refers to Key Activity Centres (KAC's), Service Activity Centres, Rural Activity Centres and Local and Neighbourhood centres.

[28] Refer to Appendix 6

[29] Refer to Appendix 6

3. Lincoln and Rolleston off-street parking	
a. Provision of 200 off-street parking spaces for Lincoln KAC Precinct 1 (east)	By start 2020
b. Provision of 300 off-street parking spaces for Rolleston KAC Precincts 1 and 8 (west of Tennyson Street)	By start 2020
c. Rolleston parking location map or Parking Management Plan (including integration with public transport / park 'n' ride).	By mid-2019
d. Update Lincoln Town Centre Parking Management Plan (including integration with public transport / park 'n' ride).	By mid-2020
4. Monitoring and Management	
a. Establish timing and method for parking surveys, and ongoing analysis and reporting of parking capacity for Lincoln and Rolleston KAC's and any other centres where no minimum on-site parking rates apply.	a.-c. Initiated by 2022
b. Accessibility study to ensure public mobility parking provision and distribution appropriate in Lincoln and Rolleston KAC's.	
c. Establish processes for requesting new / review of mobility, loading, and time restricted parking (for example when a new activity is established)	
d. On and Off-street public parking management reviewed during town centre plan / area plan processes followed by on-going monitoring of parking.	d. As plans developed / reviewed.
5. Long Term Plan and Annual Plan	
a. New parking projects included following identification in Actions 1 and 4, Town Centre / Area Plans and anticipated growth.	During statutory reviews (on-going)
6. Development Contribution Policy	Three-yearly

a. Parking development contribution calculation included for sites Lincoln and Rolleston and other areas with defined parking projects.	
7. Parking Bylaw a. Amend the parking bylaw to provide for parking enforcement (process, resourcing, officers, fines and collection). b. Review and update parking restrictions for all modes based on Action 4.	On-going
8. Education and Awareness a. Signage, public education, to promote awareness of appropriate parking behavior, changes to parking management, location of parking or other issues arising.	As needed basis, undertaken by Communications team in conjunction with Transport team.
9. Parking Strategy review b. Review and update strategy to reflect growth and change in parking across the District.	Every 5 years or as required.

Appendix 1: Summary of Existing Parking Methods

Traffic and Parking Bylaw

The Traffic and Parking Bylaw (2009)[30] sets out controls for on-street parking, such as parking prohibition (yellow lines) and time or vehicle class restrictions (for example bus stops and loading zones). Currently time restrictions are provided in the following locations[31]:

- Darfield (P5 McMillan St)
- Leeston (P10 High St)
- Lincoln (P5 and P10 on Boundary Road – adjacent to the schools)
- Lincoln (P5, P10, P30 or P120 along sections of Gerald St, Kildare Tce. and Robert St)
- Prebbleton (P10 Springs Road)

There are also loading zones on Station Road (Leeston), Boundary Road (Lincoln), Tennyson Street (Rolleston), Hastings Street (South Bridge), Leeston Road (Springston), Weedons Ross Road (West Melton).

There are a number of on-street disabled parking spaces provided in town centres, particularly in Lincoln.

Whilst the bylaw could set parking fees none are currently applied within the District. There is currently little enforcement of existing time restrictions.

This bylaw is set to be reviewed in 2018/19 so any applicable aspects identified through the development of this Parking Strategy can be used to inform this.

Selwyn District Plan

The District Plan[32] is the primary method controlling provision of parking on private sites. The District Plan generally requires a minimum provision of car parking to meet the likely demand of each activity.

The District Plan Township Volume contains a number of parking specific policies, which support broader objectives seeking a safe and effective transport system and pleasant and attractive townships.

The township volume contains the following policies related to parking:

Policy B2.1.6(a)

[30] https://www.selwyn.govt.nz/__data/assets/pdf_file/0003/16761/Traffic-and-Parking-Bylaw-Adopted-25-June-2014.pdf
[31] Refer to Schedule 4 of the Selwyn District Council Traffic and Parking Bylaw 2009 for full specifications.
[32] http://eplan.selwyn.govt.nz/#!Start

Require activities to have adequate on-site carparking and loading facilities to minimise potential adverse effects from roadside parking and to require adequate on-site manoeuvring area to avoid the need for reversing onto or off roads particularly State Highways and Arterial Roads, except where reductions and/or controls are necessary in order to facilitate the urban form of the Rolleston High Street as envisaged by the Rolleston Town Centre Masterplan.

Policy B2.1.6(b)

Recognise that reductions from the required level of on-site car parking within Lincoln, Rolleston, Darfield, Prebbleton, Leeston and Southbridge, Business 1 zone Town Centres may individually or cumulatively impact on the future availability of on-street parking within the Business zone resulting in the overflow of parking into and adverse effects on surrounding residential streets.

Policy B2.1.6(c)

Encourage parking provision on alternative sites and/or travel via sustainable modes and/or provision of workplace or school travel management plans, where these reduce on-site car parking demand and have wider associated benefits, provided that such options are viable and enforceable.

Policy B2.1.7

Provide for pedestrian safety, security, circulation and access within parking areas by considering the interaction of vehicle access and manoeuvring, circulation, loading and parking, with likely pedestrian routes onto the site, including for users of public transport, and between car and cycle parks, and building entrances.

Policy B3.4.19 (a)

Ensure all activities have appropriate car-parking facilities to avoid, remedy or mitigate any adverse effects of car-parking on:

- The amenity values of streets;
- The privacy of residents; and
- Safe and convenient access to sites.

Policy B3.4.19 (b)

Ensure that a high level of amenity, safety and accessibility is achieved for pedestrians, users of public transport and cyclists when car parking is provided.

Policy B3.4.19 (c)

Ensure that access by sustainable transport modes, such as public transport, cycling and walking, is considered when assessing parking needs for new activities.

Policy B3.4.24(a)

Ensure that Business 1 zoned town centres are walkable and well integrated, and that development in those town centres contributes to the economic and social vibrancy of the District's towns by:

- complementing public spaces (both those in public ownership and on-site public space) with high quality active frontage
- ensuring the provision of high quality public space
- bringing activity to street frontages by, where possible, positioning buildings and active frontage along the street boundary and not locating car parking between buildings and a road
- providing for a high-quality pedestrian experience in places the public may be present
- ensuring that development supports the urban structure by providing for direct and logical pedestrian routes within and through larger sites and to entranceways along pedestrian desire lines
- ensuring entranceways are positioned in logical places for pedestrian access
- allowing for a variety of building typologies including large format retailing where appropriate.

The Rural volume includes the following policies which relate to car parking and support objectives and policies related to maintaining the safe and efficient operation of the transport network:

Policy B2.1.6

Avoid adverse effects of on-road parking and loading generated by surrounding land uses on rural roads.

Policy B2.1.7

Provide for pedestrian safety, security, circulation and access within parking areas by considering the interaction of vehicle access and manoeuvring, circulation, loading and parking, with likely pedestrian routes onto the site, including for users of public transport, and between car and cycle parks, and building entrances.

These objectives and policies are achieved by a variety of District Plan rules.

In the Rural zone the rules require all car parking to be met on-site. In all other zones, this is dictated by required parking rates applied to the floor area of a development. The required parking rates vary by landuse types and also by location. For example, the required rates are lower, in the Lincoln, Rolleston, Darfield, Leeston, Prebbleton and Southbridge business zones as well as in Local and Neighbourhood centres, than in the rest of the District.

The lower rate for centres reflects the ability for some of the parking supply to be met within on-street parking resources in these centres and that different activities within the centre have different peak periods of parking demand, such that the overall parking demand is typically lower than the sum of the individual activities.

Within Rolleston Town Centre there is no parking requirement for Precinct 5 (Tennyson Street transitional living zone) and parking associated with activities in Precinct 8 (SE corner of reserve) must be provided in adjoining precincts.

There are also specific mobility parking requirements based on the number of parking spaces provided on a site[33] and requirements for loading provision for some activities.

Generally parking is required to be provided on the same site as the activity however in the Business 1 and 2 zones, it can be provided on a physically adjoining site, or a site within 100m where the following criteria are met:

a) the parking shall be clearly associated with the activity by way of signage on both sites, or alternatively be available for general public use, and

b) the parking is located on the same side of any road as the activity, and

c) the most direct route provided or available for pedestrians from the parking area to the activity is not more than 200m and,

d) if disabled parking cannot be physically accommodated on the same site as the activity, shall be provided at the closest point to the entrance to the activity with which they are associated and, the most direct route from the disabled parking spaces to the activity shall be accessible for mobility impaired persons and

e) Parking on a separate site by an activity must be protected for the use of that activity (and any future activity on the activity site), or for the use of the general public, by an appropriate legal instrument. A copy of the appropriate legal instrument shall be provided to Selwyn District Council for their records.

[33] 1 per 10 car parks and then one per additional 50 car parks or part there-of.

It has been identified that these criteria are overly conservative and limiting opportunities that may otherwise exist for parking on separate sites. They also do not recognise situations where parking could be shared by activities with different operating hours.

The District Plan also contains controlled activity rules[34] in the Business 1 and 2 zones for car parking areas of 20 or more spaces and in the Business 3 zone for 40 or more spaces. The matters for discretion include:

The degree to which low level landscaping has been provided in order to break up the appearances of hard surfacing, particularly between the car park and pedestrian areas.

Whether an adequate number of trees, within suitably sized planting beds, have been provided in appropriate locations within the car parking area in order to mitigate any adverse visual effects.

Safety, circulation and access considerations for pedestrians within the site and moving past vehicle crossings.

The District Plan also includes rules relating to landscaping in and around car parks.

Collectively these rules manage the provision of private on-site parking. Where the rules cannot be met, the effects are considered on a case by case basis, through the resource consent process.

Generally, the current approach to parking management is working well in rural and residential areas however a number of issues have been identified in Townships and Activity Centres and these are discussed in the following section.

[34] Refer to Rules 17.7.2-17.7.3 of the District Plan

Appendix 2: Summary of Strengths and Weaknesses

The strengths and weaknesses of the existing approach to parking (status quo) have been considered in the Selwyn District Background Parking Study[35] and are summarised below.

Strengths	Weaknesses
• Currently parking **demand** is being met (overall) in centres i.e., staff and visitors can find car parks (but this may change as growth continues) • District Plan parking rates are generally achieving on-site provision for the minimum **demand** (and often more than this) • Lower rates for small scale **conversions** in smaller centres facilitates development of these sites • **Limited overflow** of parking into surrounding residential areas • **Mobility** parking provided on development sites • **Loading** provision accommodated on-site where needed and some public loading spaces available • The District Plan allows for parking on **separate sites subject to specified criteria**	• Lack of **enforcement** limits effectiveness of time restrictions / short duration parking. • Required **District Plan rates** too high for some specific activities. • Provision of parking is competing with **Urban Design** objectives and parking provision can reduce the floor area able to be developed on the site (reduce built form), particularly in "high street" areas. • Private parking to meet peak demand for individual activities is **inefficient.** • On-site **loading** provision requires a lot of space. • On-street parking can **compete for space** with other facilities such as cycle lanes • The District Plan does not allow for **sharing of parking** used by activities operating at different times and the criteria for off-site parking is too restrictive. • **Developer agreements** are needed where demand is to be met within public parking areas as no standard calculation exists.

[35] Novo Group, 2018: Selwyn District Background Parking Study.

Appendix 3: Summary of Legislation and Regional Council Policies

Legislation

There are three key pieces of legislation that are relevant to car parking management: The Local Government Act, Resource Management Act and Land Transport Management Act. A brief description of each is provided below.

The Canterbury Earthquake Recovery Act 2011 and Greater Christchurch Regeneration Act 2016 are also of some relevance and have resulted in amendments to Regional and Local documents, which are discussed in the following section.

Land Transport Management Act

The purpose of the Land Transport Management Act is to contribute to achieving an affordable, integrated, safe, responsive and sustainable land transport system.

The Government Policy Statement 2018 (GPS) outlines Central Government's land transport strategy and provides guidance around its investment priorities over the next decade. These priorities are articulated through the Investment Assessment Framework, that also determines which projects are eligible for Central Government or NZTA funding.

The parking strategy should be developed to be consistent with the GPS to determine when it may be appropriate to seek funding and to assist in developing a strong case for securing investment.

The GPS identifies four strategic priorities to improve the performance in New Zealand's land transport system. These priorities in order of importance are:

- Safety: A land transport system that is safe and free of death and serious injury.
- Access: A land transport system that provides increased access to economic and social opportunities.
- Environment: A land transport system that reduces greenhouse gas emissions, as well as adverse effects on the local environment and public health.
- Value for Money: A land transport system that delivers the right infrastructure and services to the right level at the best cost.

The GPS makes two direct references to parking:

- Supports better management of parking to reduce subsidies for private vehicle trips.

- Transport and urban planning has contributed to a high level of private car dependency by incentivising urban sprawl, prioritising the movement of vehicles, and requiring urban land for car parking.

Local Government Act (LGA)

The LGA sets the purpose of local government and provides the framework and powers for local authorities to decide what activities they undertake and the manner in which they undertake them.

The LGA does not refer directly to car parking, but sets out Council's role and powers to provide the necessary infrastructure and services to meet the local communities' needs, for example, through Council's Long-term Plan and Annual Plan processes.

Resource Management Act (RMA)

The RMA promotes managing the use, development and protection of natural and physical resources in a way, or at a rate, that enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety, while:

- sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations
- safeguarding the life-supporting capacity of air, water, soil and ecosystems
- avoiding, remedying or mitigating any adverse effects of activities on the environment.

The sustainable management of natural and physical resources will enable the ongoing wellbeing (social, cultural, economic, health and safety) of people and communities.

The RMA does not contain any direct reference to car parking, but instead sets the legislative processes and requirements for a number of relevant documents including the Regional Policy Statement, Regional Plans and District Plans and associated Strategies (discussed below).

Canterbury Regional Council (ECan)

The Canterbury Regional Policy Statement (RPS)

The RPS provides an overview of resource management issues within the Canterbury region. Chapter 5 of the RPS relates specifically to land use and infrastructure, while Chapter 6 relates to recovery within the Greater Christchurch Area, which includes the Rolleston, Lincoln Prebbleton, West Melton, Tai Tapu and Springston townships. Both chapters provide strategic direction that Territorial Authority District Plans must be consistent with to give effect to the RPS.

The RPS does not refer directly to car parking, but does include objectives and policies that:

- Relate to consolidated, well designed and sustainable growth and business development that adopts appropriate urban design[36].
- Seek a safe, efficient and effective transport system which supports consolidated urban form and accessibility[37].
- Seeks integration of transport and infrastructure to manage congestion, reduced private vehicle dependency and emissions, promotes modes other than single occupancy car travel, enhances safety and optimises network capacity[38].
- Seek to enable development whilst ensuring that adverse effects are avoided remedied or mitigated[39].

The Canterbury Regional Land Transport Plan (CRLTP)

The CRLTP collates all projects identified by Road Controlling Authorities in the Canterbury region and prioritises them based on importance. These projects all seek Central Government co-investment from the National Land Transport Fund (NLTP).

The CRLTP sets the regional strategic context, including the current and future issues and challenges faced by the region, and how these may be addressed. The CRLTP does not specifically address car parking, but does include a number of relevant objectives that car parking has an influence on including:

- Improving access in an environmentally sustainable way by encouraging the use of public transport, walking and cycling so there is greater use of these modes[40].
- Progressively reducing transport related fatalities and serious injuries over time.[41]
- Improving resilience / long term sustainability, including less reliance on fossil fuels, reduced environmental effects and greater integration of landuse and transport infrastructure.[42]

Greater Christchurch Transport Statement (GCTS)

The GCTS is an agreement between transport stakeholders to work closely together to deliver a seamless transport system over Greater Christchurch.

The relevant GCTS objectives seek[43]:

- Integration of land-use activities with transport solutions, enabling ease of movement.

36 Refer to Objectives 5.2.1, 5.2.3 and 6.2.6
37 Refer to Policy 5.3.7
38 Refer to Objective 6.2.4
39 Refer to policies 5.3.2
40 Refer to RLTP Objectives 1
41 Refer to RLTP Objective 4
42 Refer to RLTP Objective 5
43 Refer to page 4.

- Optimise the use of existing transport assets through travel demand and network management.
- Safe, efficient and resilient links to connect people to places, including improving personal security through CPTED[44] principles.
- To provide more options for people to walk, cycle, and use public transport
- To support place-making, and "active travel" and public transport, reducing emissions and improving public and environmental health.

[44] Crime Prevention Through Environmental Design

Appendix 4 Parking Management Options

The Selwyn District Background Parking Study[45] included a review of relevant literature and parking management used by other District Councils. This identified several alternative options for consideration. These are summarised below.

Maximums

Maximum parking limits are set through either a rate or threshold to determine on-site parking requirements. This approach allows parking to be provided on the site up to the maximum quantity (number of spaces) or up to a maximum rate (usually based on floor area). When used on their own, there is no minimum parking provision required.

Maximums tend to be used in Central City locations to manage parking demand and commuter travel congestion. On-street parking and any public parking is generally metered (a fee is charged). The maximums seek to reduce parking supply and therefore associated vehicle travel related effects. The critical aspects are the ability to control overflow parking into surrounding areas, and to encourage the use of alternative travel options through reduced supply (e.g. it becomes more convenient to walk, cycle or take public transport) and or increased costs (e.g. opportunity costs, paid parking, or congestion charges makes it cheaper to walk, cycle or take public transport).

No Parking Permitted

This option does not allow private parking to be provided on-site. It usually applies to parking in conjunction with activities in defined locations.

This method is typically adopted in areas where greater building density is sought or where car parking and vehicle crossings would compromise walkability, for example, in town centres and ‘high streets’.

The parking demand is generally provided for nearby within shared parking on-street or in defined off-street locations.

No Parking Controls

This option removes all parking controls allows developers to provide as little or as much parking as they feel is needed to meet their needs. Existing activities could remove existing parking and utilise the space for new development or other purposes. On-street and Council owned parking controls can be used to assist with management of parking in an area generally rather than per activity or site.

[45] Novo Group, 2018: *Selwyn District Background Parking Study*.

Shared and Public Car Parking

Shared and public car parking can include reliance upon on-street parking resources and provision of public off-street parking. It can also include off-street parking which is privately owned but shared (through leases or other arrangements) by several sites or activities. This can make efficient use of the parking especially where activities have different operating hours and / or different peak periods.

Minimum Parking Reductions / Rates

The District Plan currently requires minimum on-site parking provisions for each activity. The strengths and weaknesses of this approach are outlined above. Reductions to the number of parks required for activities can improve some of the identified weaknesses. This can occur through reducing the rates for calculating the required car parking and or by providing specific reduction factors. Reduction factors can be applied to particular activities or locations where travel demand management options may incentivise reduced parking demand. For example, reductions could be applied where additional cycle facilities are provided, the site is accessible by public transport or where the activity has provided a travel management plan. Reduction factors provide a direct incentive to provide for alternative modes and the link with reduced car parking demand.

Parking Restrictions and Enforcement

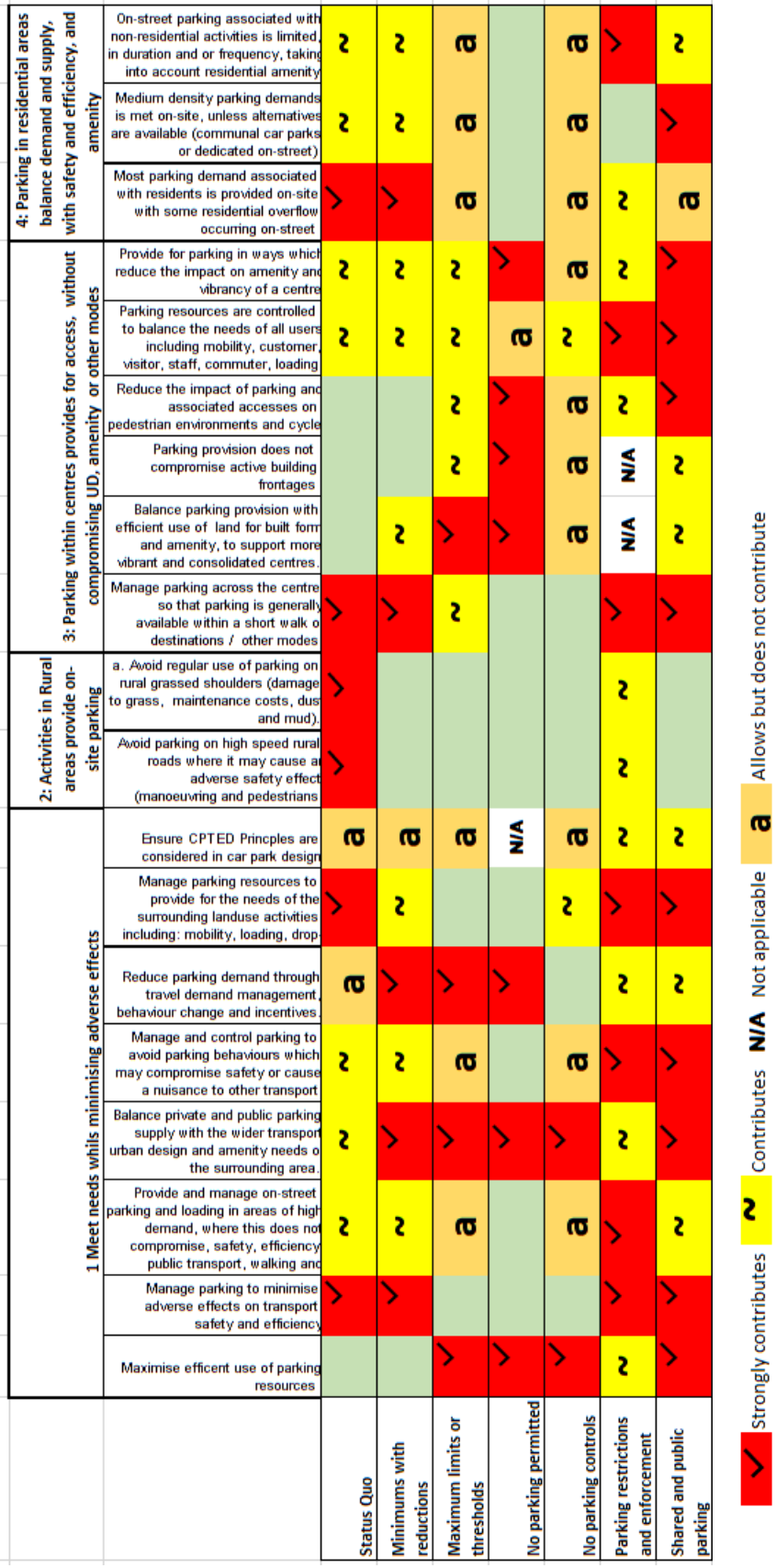
The existing parking bylaw allows for provision of parking time and user class restrictions for example mobility parking, loading spaces and time restricted parking. This method can be used to manage on-street and Council owned off-street parking to maximise efficient use of this. For example, time restrictions can prioritise parking for customers in close proximity to High Street retail areas and contribute to turn over and parking availability. The effectiveness of parking restrictions is however reliant on adherence to such restrictions. Parking enforcement is typically used to increase adherence and contributes to efficient and fair use of parking resources. Restrictions need to be regularly reviewed and adjusted as changes to adjoining landuses, and resultant parking demand shifts over time. Parking restrictions are typically only necessary in areas of high demand such as within town centres.

Parking Charges

Parking charges can also reduce demand by allocating some of the costs of car parking to the user and therefore reducing incentives to drive relative to the use of other modes. Generally parking charges are only effective where there is high demand for limited supply, good options for alternative travel and limited parking alternatives. This is particularly hard to achieve in smaller centres where the distances from on-street parking in surrounding residential or rural areas are readily walkable. This would necessitate extensive management and enforcement of

parking in surrounding areas and is therefore not likely to be appropriate in the short to medium term but could be considered as a longer-term strategy as townships grow.

Appendix 5: Comparison of Methods to Strategic Outcomes and Supporting Principles



The Selwyn District Background Parking Study[46] considered the viability of the above options for the Selwyn District. This takes into account the risks and challenges of achieving the desired outcomes associated with each method. The following points were noted:

- No parking permitted and shared parking
    - Not viable for the whole of the Rolleston and Lincoln KAC's noting the extent of growth and number of shared parking spaces that would be required to achieve this.
    - Viable for parts of the Rolleston and Lincoln KAC's where on-street and planned off-street parking is available and considering the built floor area potential of the area. Could apply to Lincoln KAC Precinct 1 (east) and parts of Rolleston KAC Precincts 1 and 8 west of Tennyson Street.
- No parking controls and maximum thresholds could be considered in locations where shared parking is available, either within existing on-street supply available or off-street on a case by case basis. Further consideration of future off-street projects is required.
- Reduction factors for cycle facilities, public transport and travel plans would be viable where minimum parking rates retained.
- The Development Contribution process could be used for partial cost recovery of shared parking provision in locations with identified parking projects (for example Lincoln and Rolleston KAC's).
- Maximum thresholds are viable in town centres in conjunction with other options, and can provide a useful trigger for wider assessment to balance competing demand in centres (supply and demand, urban design, walkability, amenity, etc). Approximately 10 spaces may be an appropriate threshold.
- Enforcement is viable, subject to frequency and setting of appropriate fines. Although this would need to be progressively introduced and resourcing secured to ensure it can be implemented appropriately. This can be administered through the parking bylaw.
- Sharing of parking is viable in town centres, business zones and residential areas where existing infrastructure is typically available for people walking between car parks and destinations.
- Reduced minimum parking requirements are viable in Neighbourhood and Local Centres, noting anticipated growth, demand and on-street parking supply.

[46] Novo Group, 2018: *Selwyn District Background Parking Study*.

- Parking charges may be viable long term but are not at this point due to the need to be able to control parking in surrounding residential areas and the cost of installation (for example meters).

Based on the contributions towards the vision and the viability of each option, a package of approaches is recommended to manage parking across the Selwyn district.

Appendix 6: Maps: Parts of Rolleston KAC Precinct 1 & 8 west of Tennyson St. and Lincoln KAC Precint 1 East

Figure 1: Parts of Rolleston Key Activity Centre, Precincts and 1 and 8, west of Tennyson Street (Dark blue)

Figure 2: Lincoln Key Activity Centre, Precinct 1 East (Red)