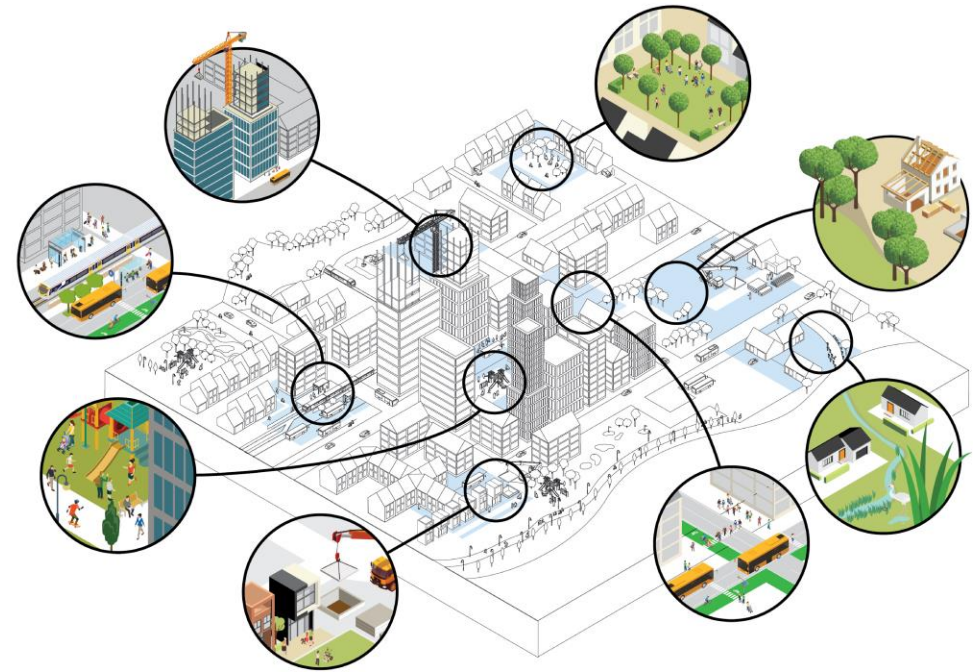


Supercharging Urban Development in Ōtautahi Christchurch



The background image shows a city street scene. On the left, a tram is visible on tracks, with a sign that reads "In Grand magasin, des idées pour l'automne." In the center, a red bus is driving towards the viewer, with the number "3124" on its front. The background features modern multi-story buildings with many windows. The overall scene is slightly faded to make the text stand out.

Supercharging Urban Development in Ōtautahi / Christchurch

Axel Downard-Wilke

Transport planner

2 November 2020

High density is ...



My husband now sends me photos of attractive high density housing as a romantic gesture. I appreciate it.



Increased vehicle ownership

Car-centric transport planning

Reduced travel options

Other transport modes stigmatised

Urban sprawl and degraded cities

Car-centric land use planning

Generous parking supply

Dispersed development patterns

Transport and land use planning in New Zealand since the 1950s

Parking management

- CCC has two main tools for dealing with parking
 - Parking requirements through district plan
 - Parking management for on-street parking
- Minimum parking requirements
 - Generally result in oversupply
 - NPS-UD will remove minimum parking rates from district plan
 - Does not apply to mobility parking
 - Already in place for central city
 - Does not mean that developers won't provide parking



Parking management for on-street parking

- Good 2003 policy framework →
 - Residents favoured in residential streets
 - In practice, commuters come first
- Putting policy into practice will enable densification

	RESIDENTIAL PARKING PRIORITY*
1	Bus stops
2	Residents parking
3	Parking for People with Disabilities
4	Short-stay vehicle parking
5	Taxi, Limousine and Shuttle services
6	Commuter Parking



Residential streets

Parked out by commuters



Parking management – now and future

Now

- Parking free or time-restricted
- First come first served (where free)
- Road space taken up by commuters
- Hard to find a park during the day
- Lots of illegal parking
 - On footpath
 - Exceeding time restriction (difficult to enforce)
- Perceived shortage of parking
 - Challenging to implement projects that impact on parking

Future

- Parking for residents by (paid) permit
- Other parking mostly paid for
- Price balances demand & supply
- Parking always available
- More orderly as less pressure
- Easier to implement projects
 - As parking is always available

Parking & intensification relationship

- Higher density = more people need to move around
- Need to encourage walking / scooting / biking / public transport as more space efficient than cars
- Developers more likely to provide less parking...
- Residents more likely to buy into / rent with little parking...
 - If they have surety that on-street parking is a viable option
 - This will help build denser & at less cost



Mass rapid transit

- National Policy Statement has emphasis on mass rapid transit

“existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic”



Tram-trains

Karlsruhe, Germany

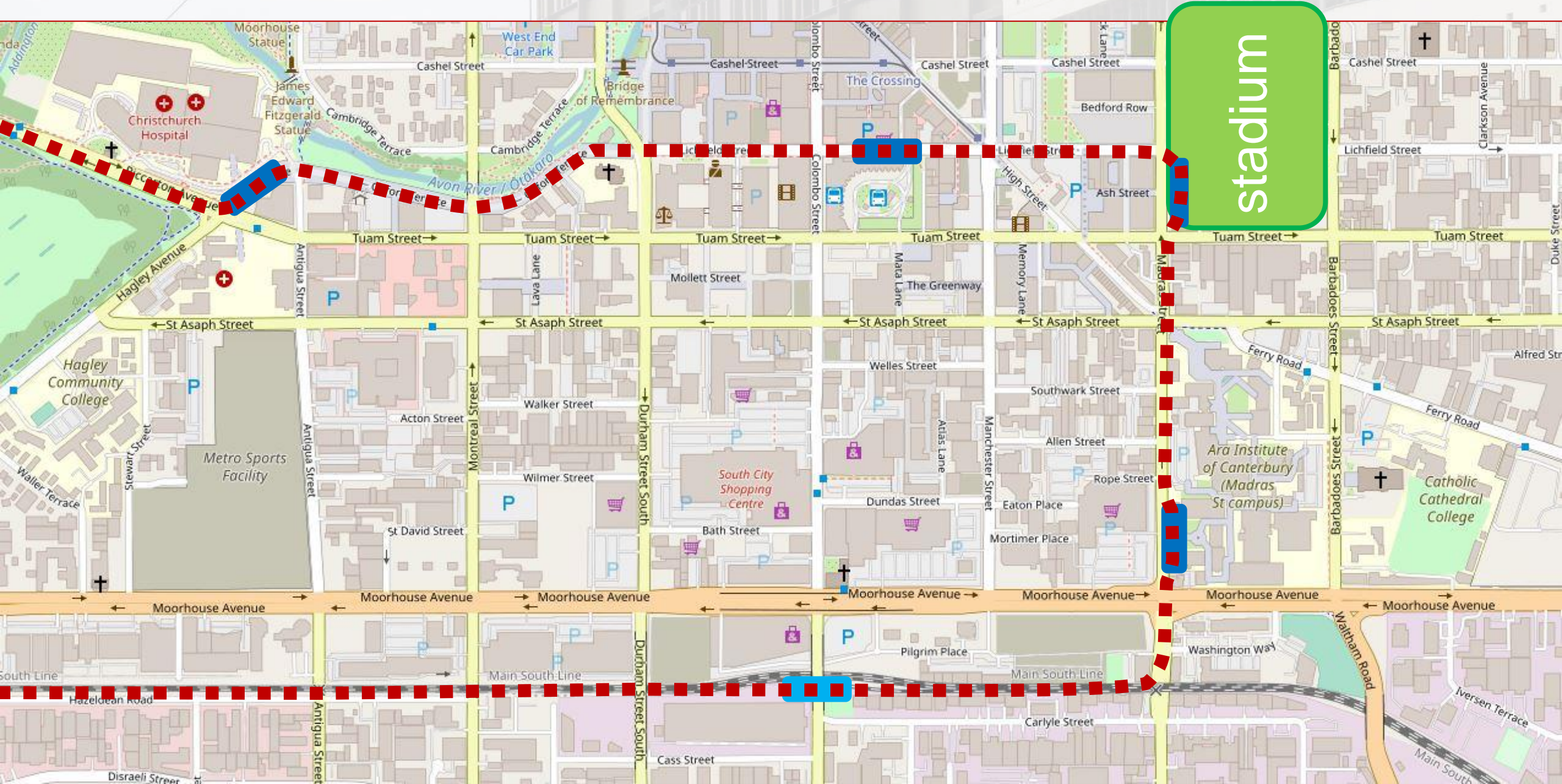


Heavy rail



Light rail

Tram-trains for Christchurch



Conclusions

- Meaningful parking management is an enabler for higher density
- Christchurch can (and should) introduce mass rapid transit



Supercharging Urban Development in Ōtautahi Christchurch



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