
IMPLEMENTATION OF PARKING CHANGES

Purpose

1. This report asks the Te Kaunihera o Pōneke | Council to agree to issue a new Traffic Resolution to respond to recent community feedback on Friday and Saturday night on-street parking.

Summary

2. On 8 June 2021 the Pūroro Hātepe – Regulatory Processes Committee passed a Traffic Resolution¹ that extended parking meter operating hours from Sunday to Thursday to 8pm and Friday and Saturday to 10pm. This Traffic Resolution will come into effect on 1 July 2021.
3. This Traffic Resolution was part of a suite of resolutions agreed as part of decisions following consultation on the Council's Long-Term Plan (LTP) 2021/31. This consultation process occurred separately to the wider LTP consultation process via the Traffic Resolution process.
4. Since consultation closed, the Council has received further community feedback on the resolution. Business, hospitality and arts sectors were concerned that extending the operating hours for paid parking by two hours (on a Friday and Saturday nights) will have a negative impact on their business. Specific concerns are that people attending functions would be required to move their vehicles after two hours, whereas previously they would not have to move after 8pm on a Friday and 6pm on a Saturday.
5. Council has sought urgent officer advice on whether or not it is possible to increase the maximum parking time in the central city from the existing two-hour parking limit to a four-hour parking limit on Friday and Saturday nights between the hours of 6pm to 10pm.

Recommendation/s

That the Te Kaunihera o Pōneke | Council:

1. Receive the information
2. Agree to extend time limits up to four hours between 6pm and 10pm on Friday and Saturday within three months from today's date
3. Note that for the period from 5 July 2021 until the extension of time limits come into effect, fee increase will only apply until 8pm on Friday and Saturday, and thereafter until 10pm

¹ TR71-21 Central Business District, Wellington – Metered operating hours increase

4. Note that all other changes to fees and hours will come into effect from 5 July 2021, with negligible financial impact
5. Note the revenue impact of these changes is not material on the LTP budget. It is intended that this revenue risk will be offset by operational savings.

Discussion

6. To respond to community concerns, Council can resolve to extend the time limit for on-street parking from two hours to four hours between the hours of 6pm and 10pm on Friday and Saturday nights.
7. This can be done by the Regulatory Processes Committee in August or the Council itself at today's meeting.

Option 1: Pass the resolution today (recommended)

8. Under this option, the Council resolves this matter today and undertaking a new Traffic Resolution process is not required.
9. If this resolution is passed today, the Council should note the engagement process in the traffic bylaw will not be undertaken as would normally occur. Instead, in taking into account the views and preferences of affected people, the Council may rely on the recent engagement process used for Traffic Resolutions. This consultation process occurred separately to the wider LTP consultation process via the Traffic Resolution process.
10. To make the change referred to above requires significant work to be done to the parking operating system. This includes recoding the specific changes in the system, aligning these across three separate suppliers, and undertaking necessary testing to ensure that the changes work as intended when implemented. Therefore, it will not be possible to implement this change from 1 July 2021 as originally planned. Note that the LTP provides budget for the replacement of this aging technology, which will make systems changes more straightforward in the future.
11. This would mean that the Council would defer all planned changes to operational hours from 1 July 2021 to 5 July 2021. All fee increases will also be deferred until 5 July 2021. This means the current parking charges and hours of operation will remain in place until 5 July.
12. From 5 July, the previously agreed fee increases will take effect and operational hours will be increased from 8am to 8pm, 7 days a week. Within three months from this date, the necessary systems changes will be made to enable the extension of time limits to four hours from 6pm to 10pm on Friday and Saturday nights.
13. The financial impact of temporarily charging to 8pm on Friday and Saturday nights is estimated to be \$180,000 in the 2021/22 year for the three-month period referred to above. This financial impact relates to lost meter revenue. There will additional costs associated with lost enforcement revenue and system changes. The intention is that

this revenue risk will be offset by operational savings. However, if these operational savings cannot be achieved, the revenue loss will need to be debt funded.

14. While this option is procedurally non-compliant under the Traffic Resolution bylaw process, officers recommend this way forward on the basis that it provides certainty for the Council and public more quickly and responds to community feedback.
15. If the Council agrees to this way forward, communications will go out following this meeting to explain what will happen and when changes will come into effect.

Option 2: Progress the resolution in August at Regulatory Processes Committee (not recommended)

16. If the Council chose to progress this change through the Regulatory Processes Committee in August, the following process would apply:
 - The full set of fees and hours changes agreed in the original Traffic Resolutions would come into effect on 5 July, with the exception of charging beyond 8pm on a Friday and Saturday night.
 - Officers would develop a new Traffic Resolution that would recommend the extension of time limits to four hours from 6pm to 10pm on Friday and Saturday nights. Consultation, hearings and approval process would apply. It is estimated that this would take three months, meaning the resolution would take effect from November 2021.
17. This option is not recommended by officers due to the greater loss of revenue and longer timeframes. The financial impact of this option is estimated to be \$300,000 in the 2021/22 financial year. The advantage of this option is that it is procedurally compliant under the traffic bylaw process.

Further changes to operating hours

18. Some councillors have raised the question about further changes to operating hours beyond what is proposed in this paper, in particular an extension of time limits from two hours to three hours city wide, seven days a week (with the exception of a four-hour time limit on Friday and Saturday nights).
19. If councillors wish to progress this, officers will need to come back with further advice to the Regulatory Processes Committee in August. In particular, officers need to understand the financial impact of this proposal and consequences for the LTP.
20. This proposal would also require more significant systems change relative to the option recommended in this paper. The current LTP has budget to update the Council's parking technology to better enable more pricing and occupancy options. This technology change will be in place early in the 2022/23 financial year. It would be better to consider any further changes to time limits once this technology has been implemented.

Next Actions

21. If the Council agrees to the resolution today, officers will move to implement this new Traffic Resolution. This will take up to three months given necessary system changes.
22. If the Council decides to proceed with option 2, officers will draft a new Traffic Resolution for consideration at the August Regulatory Processes Committee.

Attachments

Nil

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SUPPORTING INFORMATION

Engagement and Consultation

Traffic resolutions have been consulted on alongside the LTP consultation process. Further communication to the public would follow the Council decision today.

Treaty of Waitangi considerations

Not applicable.

Financial implications

Both options have estimated revenue impact on the first year of the LTP. The preferred option is not material and will not have an impact on the wider LTP budgets.

Policy and legislative implications

None

Risks / legal

There is some risk of criticism for procedural non-compliance with the traffic bylaw process.

Climate Change impact and considerations

Not significant.

Communications Plan

A communications plan will be developed to communicate the impact of this change should it be agreed.

Health and Safety Impact considered

The Health and Safety impacts of these changes are being worked through and appropriate mitigations will be put in place.