AGENDA

PLANNING AND POLICY COMMITTEE

9AM, MONDAY 1 FEBRUARY 2016
MEMBERSHIP

Annette Nixon (Chairperson)
Tangi Utikere (Deputy Chairperson)
  Susan Baty
  Rachel Bowen
  Leonie Hapeta
  Jim Jefferies
  Ross Linklater
  Duncan McCann
  Aleisha Rutherford
  Chris Teo-Sherrell
  Grant Smith (Mayor) - Ex officio

Agenda items, if not attached, can be viewed at:
pncc.govt.nz | Civic Administration Building, 32 The Square
City Library | Ashhurst Community Library | Linton Library

Paddy Clifford
Chief Executive, Palmerston North City Council
PALMERSTON NORTH CITY COUNCIL

PLANNING AND POLICY COMMITTEE

1 February 2016

ORDER OF BUSINESS

Apologies:

1. Notification of Additional Items

Pursuant to Sections 46A(7) and 46A(7A) of the Local Government Official Information and Meetings Act 1987, to receive the Chairperson’s explanation that specified item(s), which do not appear on the Agenda of this meeting and/or the meeting to be held with the public excluded, will be discussed.

Any additions in accordance with Section 46A(7) must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

Any additions in accordance with Section 46A(7A) may be received or referred to a subsequent meeting for further discussion. No resolution, decision or recommendation can be made in respect of a minor item.

2. Public Comment

To receive comments from members of the public on matters specified on this Agenda or, if time permits, on other Committee matters.

(NOTE: If the Committee wishes to consider or discuss any issue raised that is not specified on the Agenda, other than to receive the comment made or refer it to the Chief Executive, then a resolution will need to be made in accordance with Clause 1 above.)

3. Confirmation of Minutes

To confirm as a correct record the minutes of the meeting held on 30 November 2015 [Part I Public]. (Attached)

4. Amendments to the Proposed Parking Management Plan

Memorandum, dated 19 January 2016, from the Chief Executive, Paddy Clifford. (Attached)

Memorandum, dated 21 January 2016, from the Committee Administrator, Rachel Corser. (Attached)

6. Committee Work Schedule

Committee Work Schedule, dated February 2016. (Attached)

7. Exclusion of Public

That the public be excluded from the following parts of the proceedings of this meeting, namely Agenda item ...........

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

<table>
<thead>
<tr>
<th>General subject of each matter to be considered</th>
<th>Reason for passing this resolution in relation to each matter</th>
<th>Ground(s) under section 48(1) for the passing of this resolution</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows:

Also that the persons listed below be permitted to remain after the public has been excluded for the reasons stated.

Chief Executive (Paddy Clifford), Chief Financial Officer (Grant Elliott), General Manager, City Enterprises (Ray McIndoe), General Manager, City Future (Sheryl Bryant), General Manager, City Networks (Ray Swadel), General Manager, Customer Services (Peter Eathome), General Manager, Libraries and Community Services (Debbie Duncan), Human Resources Manager (Wayne Wilson) and Strategic Communications Manager (Mark Torley) because of their knowledge and ability to provide the meeting with advice on matters both from an organisation-wide context (being members of the Council’s Management Team) and also from their specific role within the Council.
Legal Counsel (John Annabell), because of his knowledge and ability to provide the meeting with legal and procedural advice.

Committee Administrators, (Carly Chang, Rachel Corser & Penny Odell) and Governance and Support Team Leader (Kyle Whitfield) because of their knowledge and ability to provide the meeting with procedural advice and record the proceedings of the meeting.

[add officers who are authors of reports or their substitutes], because of their knowledge and ability to assist the meeting in speaking to their report/s and answering questions, noting that such officers will be present at the meeting only for the item/s that relate to their respective report/s.

[add third parties, e.g. consultants who are author of third party reports being considered], because of their knowledge and ability to assist the meeting in speaking to their report/s [or other matters as specified] and answering questions, noting that such person/s will be present at the meeting only for the items that relate to their respective report/s [or matters as specified].

*   *   *   *
Palmerston North City Council

Minutes of the Planning and Policy Committee Meeting [Part I Public], held in the Council Chamber, Civic Administration Building, Palmerston North on Monday 30 November 2015, commencing at 9.00am

Members Present: Councillor Annette Nixon (in the Chair), The Mayor (Grant Smith) and Councillors Susan Baty, Rachel Bowen, Leonie Hapeta, Jim Jefferies, Ross Linklater, Duncan McCann, Aleisha Rutherford and Tangi Utikere.

Non Members: Councillors Adrian Broad, Lew Findlay, Billy Meehan and Bruno Petrenas.

Apologies: The Mayor (Grant Smith) for lateness, Councillor Billy Meehan for early departure and Councillor Chris Teo-Sherrell (on council business).

Councillor Vaughan Dennison entered the meeting at 9.03am during consideration of clause 80. He was not present for clause 79.

Councillor Billy Meehan left the meeting at 9.37am at the conclusion of clause 80. He was not present for clauses 80-84 inclusive. He entered the meeting again at 10.57am during consideration of clause 85.

The Mayor (Grant Smith) left the meeting at 10.03am during consideration of clause 82. He was not present for clause 82. He entered the meeting again during consideration of clause 83.

Councillor Rachel Bowen left the meeting at 10.07am during consideration of clause 83. She was not present for clauses 83-86 inclusive. She entered the meeting again during consideration of clause 87.

Councillor Aleisha Rutherford left the meeting at 10.07am during consideration of clause 83. She was not present for clause 83-84 inclusive. She entered the meeting again during consideration of clause 85.

Councillor Duncan McCann left the meeting at 10.12am during consideration of clause 84. He was not present for the conclusion of clause 84. He entered the meeting again during consideration of clause 85.

(NOTE: Voting was determined by way of electronic vote.)

79-15 Apologies

The COMMITTEE RECEIVED the apologies.

Clause 79-15 above was carried 14 votes to 0, the voting being as follows:

For: The Mayor (Grant Smith) and Councillors Susan Baty, Rachel Bowen, Adrian Broad, Lew Findlay, Leonie Hapeta, Jim Jefferies, Ross Linklater, Duncan McCann, Billy Meehan, Annette Nixon, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

Councillor Vaughan Dennison entered the meeting at 9.03am.
80-15 Deputation

Consideration was given to a Deputation by Alasdair Robertson, CEO of RACE incorporated.

In his deputation Mr Robertson outlined the vision for Awapuni to be one of New Zealand’s largest racing centers, with Palmerston North being the home of a racing festival to rival that of the Christchurch Cup and Show Week. He outlined what the benefits would be for the city including the increased economic value and discussed what would need to happen to achieve the vision including investment capital, council rezoning, racing industry support and satisfaction of planning issues.

Mr Robertson also tabled a letter from John Allen, CEO of New Zealand Racing Board who wished to express the Board’s support of the proposal.

Councillor Billy Meehan left the meeting at 9.37am.

The COMMITTEE RECEIVED the Deputation for information.

Clause 80-15 above was carried 14 votes to 0, the voting being as follows:

For:
The Mayor (Grant Smith) and Councillors Susan Baty, Rachel Bowen, Adrian Broad, Vaughan Dennison, Lew Findlay, Leonie Hapeta, Jim Jefferies, Ross Linklater, Duncan McCann, Annette Nixon, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

81-15 Public Comment

Public Comment was received from Kevin Pratt (Kamada Park) and Greg Purcell (NZ Thoroughbred racing), who spoke in support of the Deputation by Alasdair Robertson. Mr Pratt stated that it was a great opportunity. Mr Purcell outlined the number of racecourses in New Zealand and difference in tracks, and explained that they needed the Council and the community to support racing.

The COMMITTEE RECEIVED the Public Comment for information.

Clause 81-15 above was carried 14 votes to 0, the voting being as follows:

For:
The Mayor (Grant Smith) and Councillors Susan Baty, Rachel Bowen, Adrian Broad, Vaughan Dennison, Lew Findlay, Leonie Hapeta, Jim Jefferies, Ross Linklater, Duncan McCann, Annette Nixon, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

82-15 Confirmation of Minutes

The Mayor (Grant Smith) left the meeting at 10.03am.

The COMMITTEE RESOLVED that the minutes of the meeting held on 2 November 2015 [Part I Public] be confirmed as a correct record.

Clause 82-15 above was carried 12 votes to 0, with 1 abstention, the voting being as follows:
For: Councillors Susan Baty, Rachel Bowen, Adrian Broad, Vaughan Dennison, Lew Findlay, Leonie Hapeta, Jim Jefferies, Ross Linklater, Duncan McCann, Annette Nixon, Bruno Petrenas and Aleisha Rutherford.

Abstained: Councillor Tangi Utikere.

The Mayor (Grant Smith) entered the meeting at 10.04am.


Councillor Rachel Bowen left the meeting at 10.07am.
Councillor Aleisha Rutherford left the meeting at 10.07am.

The COMMITTEE RECEIVED the final quarterly report for information.

Clause 83-15 above was carried 12 votes to 0, the voting being as follows:

For: The Mayor (Grant Smith) and Councillors Susan Baty, Adrian Broad, Vaughan Dennison, Lew Findlay, Leonie Hapeta, Jim Jefferies, Ross Linklater, Duncan McCann, Annette Nixon, Bruno Petrenas and Aleisha Rutherford.

84-15 Amendments to Signs and Use of Public Place Bylaw – Approval for Consultation

The COMMITTEE RESOLVED that the Consultation Document on the proposed amendment to the Signs and Use of Public Places Bylaw and the Summary Sheet, attached as Appendix 1 to the report dated 27 October 2015 by the Policy Analyst, Peter Ridge, be approved for public consultation.

Councillor Duncan McCann left the meeting at 10.12am.

Clause 84-15 above was carried 11 votes to 0, the voting being as follows:

For: The Mayor (Grant Smith) and Councillors Susan Baty, Adrian Broad, Vaughan Dennison, Lew Findlay, Leonie Hapeta, Jim Jefferies, Ross Linklater, Annette Nixon, Bruno Petrenas and Aleisha Rutherford.

Councillor Duncan McCann entered the meeting at 10.16am.

85-15 Sectional District Plan Review: Proposed PC21 Recreation Zones and Race Training Zone

Councillor Billy Meehan entered the meeting at 10.57am.
Councillor Aleisha Rutherford entered the meeting at 10.57am.

The COMMITTEE RESOLVED:

85.2 That a Restricted Discretionary assessment criteria in the Arena Manawatu Zone be inserted to take into account operational requirements of giving effect to the Arena Manawatu Master Plan.

85.3 That the Chairperson and Deputy Chairperson of the Planning and Policy Committee be authorized to make minor amendments to Sectional District Plan Review Proposed Plan Change 21: Recreation Zones and Race Training Zone prior to public notification.

Clause 85-15 above was carried 10 votes to 0, the voting being as follows:


Note: Councillors Adrian Broad and Leonie Hapeta declared a conflict of interest and withdrew from voting and discussion on clause 85-15 above.

The meeting adjourned at 11:02am.
The meeting resumed at 11:23am.

86-15 Review of Nuisance Bylaw 2015

The COMMITTEE RESOLVED:

86.1 That pursuant to section 155(1) of the Local Government Act 2002, a bylaw is the most appropriate way of addressing the issues relating to controlling fire hazards, including the risk to public health and safety from fire spreading out of control, and the nuisance caused by smoke and ash from open air fires.

86.2 That pursuant to section 155(2) of the Local Government Act 2002, the standalone form of bylaw is the most appropriate form of bylaw.

86.3 That pursuant to section 155(2) of the Local Government Act 2002, a bylaw addressing the issues relating to controlling fire hazards is unlikely to give rise to any implications under the NZ Bill of Rights Act 1990.

86.4 That the Chief Executive is instructed to draft a bylaw that addresses the issues relating to controlling fire hazards, including the risk to public health and safety from fire spreading out of control, and the nuisance caused by smoke and ash from open air fires.

86.5 That the Chief Executive be instructed to investigate the issue of fireworks being let off outside the legal purchase timeframe, with a view to including controls in the draft bylaw if appropriate.

Clauses 86.1 to 86.4 above were carried 14 votes to 0, the voting being as follows:

For: The Mayor (Grant Smith) and Councillors Susan Baty, Adrian Broad, Vaughan Dennison, Lew Findlay, Leonie Hapeta, Jim Jefferies, Ross Linklater, Duncan McCann, Billy Meehan, Annette Nixon, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.
Clause 86.5 above was carried 9 votes to 5, the voting being as follows:

For:
Councillors Susan Baty, Adrian Broad, Lew Findlay, Ross Linklater, Duncan McCann, Annette Nixon, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

Against:
The Mayor (Grant Smith) and Councillors Vaughan Dennison, Leonie Hapeta, Jim Jefferies and Billy Meehan.

87-15  **Assessment Criteria – Consideration of Requests by Community Groups for Council to Pay Development Contribution Fees**

Councillor Rachel Bowen entered the meeting at 12.09pm.

The **COMMITTEE RESOLVED**:

87.1 That the Planning and Policy Committee consider proposed assessment criteria development to inform the consideration of requests made by community groups for Council to pay development contribution fees.

87.4 That the Chairperson and Deputy Chairperson of the Planning and Policy Committee be authorised to make minor amendments to the proposed assessment criteria.

Clause 87-15 above was carried 14 votes to 0, with 1 abstention, the voting being as follows:

For:
The Mayor (Grant Smith) and Councillors Susan Baty, Adrian Broad, Vaughan Dennison, Lew Findlay, Leonie Hapeta, Jim Jefferies, Ross Linklater, Duncan McCann, Billy Meehan, Annette Nixon, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

Abstained:
Councillor Rachel Bowen.

88-15  **Committee Work Schedule**

The **COMMITTEE RECEIVED** its Work Schedule, dated November 2015.

Clause 88-15 above was carried 15 votes to 0, the voting being as follows:

For:
The Mayor (Grant Smith) and Councillors Susan Baty, Rachel Bowen, Adrian Broad, Vaughan Dennison, Lew Findlay, Leonie Hapeta, Jim Jefferies, Ross Linklater, Duncan McCann, Billy Meehan, Annette Nixon, Bruno Petrenas, Aleisha Rutherford and Tangi Utikere.

The meeting finished at 12.12pm.

Confirmed this 1st day of February 2016.

Chairperson
Recommendation(s) to Committee

1. That the Proposed Parking Management Plan approved by the Planning and Policy Committee on the 3rd of August 2015 under Resolution 57.1 be amended as indicated in the revised document (Draft PPMP Version 2) appended to this report and be approved for consultation.

2. That delegated authority is given to the Chairperson and Deputy Chairperson of the Planning and Policy Committee for the approval of any minor amendments to Version 2 of the Proposed Parking Management Plan.

ISSUE

1. At its meeting of 3 August 2015 the Planning and Policy Committee considered a report titled “Proposed Parking Management Plan” dated 20 July 2015 from the Senior Transportation Engineer Glenn Connelly.

2. Arising from that report the Committee made the following resolutions under delegated authority, in accordance with Clause 160A of the Delegation Manual.

   57.1 That the Proposed Parking Management Plan Appended to this report be approved for consultation.

   57.2 That delegated authority be given to the Chairperson and Deputy Chairperson of the Planning and Policy Committee for the approval of any minor amendments to the proposed Parking Management Plan.

   57.3 That for Gold Card holders a three hour free parking from 9am to 12pm in the CBD on weekdays be added to the Proposed Parking Management Plan.
3. Consultation on the Proposed Parking Management Plan (PPMP) was delayed as it was referenced against the Integrated Transportation Strategy (ITS) which was not formally adopted by Council until 23 November 2015.

4. Immediately following this, Council itself considered some specific parking notices of motion regarding parking matters at its meeting on 18 December 2015.

5. As a result Council passed the following resolutions:
   166.1 That a 3 hour maximum time limit be imposed on all existing metered 2 hour spaces for a trial period from February 2016 to June 2016.
   166.2 That the 1 hour free parking be additional to the initial first or second hour (and/or renewed) parking paid for when the meter is activated be referred to the Parking Management Plan along with other changes to Parking Management.
   166.3 That Gold Card free parking be from 9:00am to 12:00pm, Monday to Fridays effective 21 December 2015.
   166.4 That all metered parking be free on Saturdays to 11am, be trialled, effective from 18 February 2016 to 30 April 2016.

6. The instruction to embrace these Council resolutions of 18 December 2015 into the PPMP has resulted in a further delay but also necessitates the Planning and Policy Committee amending its delegated resolutions of 3 August 2015.

7. In effect a Version 2 of the PPMP Consultation Document has occurred, which requires formal approval of the Planning and Policy Committee in order for consultation to proceed.

8. Version 2 of the PPMP is appended to this report, with tracked changes in red.

BACKGROUND

9. Previous reports concerning the PPMP are as follows:
   - “Proposed Parking Management Plan” dated 20 July 2015 from the Senior Transportation Engineer Glenn Connelly – considered by the Planning and Policy Committee on 3 August 2015.
   - “Notice of Motion – City Parking” dated 17 December 2015 from the Senior Transportation Engineer Glenn Connelly – considered by the Council on 18 December 2015.

CONCLUSION

10. Officers have prepared a Version 2 of the PPMP taking the earlier document approved by the Planning and Policy Committee on 3 August 2015 and embraced resolutions 166.1, 166.2, 166.3 and 166.4 from the Council meeting of 18 December 2015.

11. Council itself cannot amend the earlier version of the PPMP approved by the Planning and Policy Committee on 3 August 2015, because if has formally delegated the authority for the Committee to approve documents of this nature under Clause 30(6) of Schedule 7 of the Local Government Act 2002.

12. The Committee is not prevented from amending an earlier decision it has made, particularly as is the case concerning the PPMP where there is good reason for doing so.

13. To do so the Committee needs to act under Standing Order 3.9.18; which in turn has led to the Recommendations of this report provided under the signature of the Chief Executive.
14. Subject to those Recommendations being adopted the next steps will occur:

- Officers will finalise the PPMP Consultation Document subject to any minor amendments through the Chair and Deputy Chairperson of the Planning and Policy Committee in February 2016.
- Undertake stakeholder and community consultation in March 2016.
- Report to the Committee on the outcome of consultation and any recommended changes to the PPMP in April or May 2016.
- There may also be a need to present minor amendments to the Integrated Parking Strategy (IPS) for consideration by the Committee to reflect changes which have arisen since the IPS was adopted in 2009.

15. In regard to the Council Resolution 166.2 it needs to be noted that the existing parking machines do not allow for a parking fee to be “topped up” at the meter; that is they do not allow for an existing payment to be extended part way through a paid period. Each payment at the meter is treated as a new event and starts from the time of payment. This is an existing issue and means that a full hour has to be purchased at any particular time to trigger the free bonus hour being issued, as sought under Resolution 166.2.

16. Accordingly a person who purchases half an hour then purchases another subsequent half hour will, under the limitations of the meter machines, not be able to be recognised as having paid for a total of one hour and will not then be given the free bonus hour.

Paddy Clifford
Chief Executive
DRAFT PROPOSED PARKING MANAGEMENT PLAN FOR PALMERSTON NORTH

2016 - 2018
1 INTRODUCTION

1.1 Strategic Transport & Parking Outcomes
1.2 Vision and the Future
1.3 Why have a Parking Management Plan?

2 CHANGES TO SUPPLY & MANAGEMENT

2.1 Strategic Parking Initiatives
2.2 Parking Management Initiatives
2.3 Off Street Parking
   2.3.1 Public Off Street Parking
   2.3.2 Leased & Metered Off Street Parking
2.4 On Street Parking
   2.4.1 Time Limits (Metered)
   2.4.2 Parking Fees (Metered)
   2.4.3 Overspill Commuter Parking
   2.4.4 Inner City Parking
   2.4.5 Intersection Safety & Efficiency
   2.4.6 Support Cycle Infrastructure
2.5 Other Routine & Ongoing Initiatives
   2.5.1 Parking Concessions & Permits
   2.5.2 Specialised Parking & Custom Parking Needs
2.6 Enforcement
2.7 Parking for Large and/or Special Events
2.8 Sustainable Travel
2.9 Education & Information
2.10 Monitoring & Review
Palmerston North City Council is committed to its vision to be recognised as a vibrant, caring, innovative, sustainable and prosperous city. The Parking Management Plan (PMP) focuses on short term (1-3 year) changes to support and help deliver outcomes sought in the following strategic documents in particular:

- Sustainable City Strategy 2010
- The District Plan (Sectional Review)
- Integrated Transport Strategy (Proposed 2015)¹
- City Centre Framework 2013
- Street Design Manual 2013
- Integrated Parking Strategy 2009


Parking supply and management are inextricably linked to economic vitality, sustainability and quality urban design. Vision and leadership are therefore required in the long term to shape our City’s future. Flexibility and resilience are needed to enable ever changing and often competing demands associated with parking to be met.

¹ Consultation for the Integrated Transport Strategy was completed in March 2015 with the final strategy is being presented for Council approval in August 2015.
1.1 STRATEGIC TRANSPORT & PARKING OUTCOMES

Palmerston North’s transport network and parking facilities need to contribute toward the identified national, regional and local outcomes. Accordingly they need to:

1. Be safe, efficient, affordable, integrated and multi-modal
2. Be managed with respect for the environment, cultural heritage and amenity values of the city
3. Provide for adequate access and supply of parking throughout the city
4. Be controlled to support District Plan outcomes and manage effects associated with land-use activities
5. Contribute to quality urban design
6. Support the economic development of the city and
7. Protect and promote public health

1.2 VISION AND THE FUTURE

The City in the future (30 years) will contribute to the vision of being a vibrant, caring, innovative, sustainable and prosperous city supported by parking which has the following characteristics:

• Parking will be better utilised; there will be less vacant parking spaces and associated road space. A greater proportion of land will be used for commercial and residential development. Less space allocated to parking which provides opportunities to better provide for pedestrians, cyclists, recreational and social facilities.
• The parking systems will be simple, fair, flexible and adaptable.
• Car parks will be priced to recognise the associated cost and promote behaviours consistent with, for example; economic, sustainable transport and community outcomes.
• Walking, cycling and public transport will be considered in context with the environment and will often be treated as a priority over parking.
• Information about parking will be clear, available and accessible.
• Priority for parking will be given to those who have the greatest need. Drivers with mobility issues and parking for service vehicles for example.
• Parking behaviour will be monitored to inform decisions regarding management; technology will be used where practical and effective.

1.3 WHY HAVE A PARKING MANAGEMENT PLAN?

The benefits of managing parking are wide ranging and have become increasingly accepted in planning, urban design and engineering. The benefits of managing parking directly and indirectly include the following:

• Reduced development and infrastructure costs as less land is needed.
• More compact, efficient and attractive communities/environments.
• More efficient and sustainable transport. Reduced travel, energy costs, pollution and crashes. More walking, cycling and public transport use.
• Improved quality of service with more flexibility in design and solutions.
• Improved accessibility and travel options (walking, cycling and public transport) particularly for those who do not drive.

2. CHANGES TO SUPPLY & MANAGEMENT

There are a variety of techniques both strategic and operational that can be used to manage parking.

2.1 STRATEGIC PARKING INITIATIVES

Many parking initiatives have been developed and are being implemented through Council’s strategic planning. These include for example;

- Appropriate land use and off street parking supply is primarily being managed and delivered through the District Plan. Improved parking standards will contribute to a vibrant, compact and accessible city which is more conducive to alternative transport.
- Increased use of public and active transport (walking and cycling) will be promoted through the Integrated Transport Strategy (ITS), Transportation Management Plan (TMP), Regional Land Transport Plan (RLTP) and subsequent action plans. Public transport will be promoted via the Regional Passenger Transport Plan (RPTP) in particular.
- All these strategic documents communicate the need for change.

2.2 PARKING MANAGEMENT INITIATIVES

The Parking Management Plan focuses on those matters directly influencing parking and supports outcomes sought in other strategic documents. The changes proposed in this Plan will be implemented in the next three years; in many cases changes will be incremental with monitoring undertaken to inform the next steps.

This document discusses the following matters.

1. A review of leased & metered parking facilities
2. A review time restrictions
3. Residential parking schemes
4. A review of priority parking spaces; mobility, motorcycle, loading zones etc.
5. A review parking charges
6. A hierarchy of use for parking space
7. Monitor / review weekend & night use.
8. Develop technology - enforcement, understanding & use
9. Parking concessions
10. Improved parking information
2.3 OFF STREET PARKING

Council maintains a variety of off street parking facilities and has done so for many years. There has been little need to expand the parking supply in recent years. The current approach in more recent times has been to review the parking stock and rationalise it to promote; wider economic goals, improved urban design and vibrancy, as well as more efficient and sustainable transport outcomes.

The primary objectives for off street parking are to:

- Maintain high occupancy levels (over 90%) in support of efficient use of land
- Maintain a flexible parking supply which caters for and supports the economic vitality and vibrancy
- Maintain a parking supply that is balanced, equitable and supports active and public transport.

The off street facilities within the following sections have been identified as priority for review given the following:

- Free parking in close proximity to the CBD may not contribute to urban design and sustainability goals.
- Heavy use, particularly if dominated by a single activity, which limits the use by the wider community.
- Underutilised facilities with little parking demand in the general area which provides an opportunity for land to be used for other purposes.

Parking associated with recreational facilities and/or assets have not been reviewed as part of this management plan.

2.3.1 Public Off Street Parking

The following section examines Council’s free off street parking facilities and whether they contribute to Council’s Vision and desired outcomes.

The District Plan identifies intended development patterns and parking supply which influence the way public parking is to be managed. Parking in the Inner Business Zone for example is generally provided on street (off site) and there is a significant reliance on public parking.

Development in the Fringe and Outer Business Zones however are intended to be self-reliant in terms of parking and should have a limited need for public parking facilities.

Most of Council’s free off street parking facilities are well used. The general approach will be to regulate parking as needed through time restrictions and/or pricing to support adjacent activities and promote alternative transport. Accordingly:

- Time restrictions will be used to regulate parking in areas where Council does not generally charge for parking.
- Fees for parking will be used to regulate behaviour to support surrounding activities.

Changes to the following facilities are proposed within the next three years.

NGATA STREET AND AMESBURY STREET CAR PARKS are heavily used for long term parking. They are located near the outer and fringe business zones where activities should be self-reliant for parking. Alternative facilities are available with extensive off street parking provided. Furthermore public and active transport provide good access to the general area.

Initially time restrictions and/or charging for parking could be trialled which would be more consistent with surrounding parking facilities. There is however a risk that drivers will stop using the car park if controls are introduced and result in poor use of the facilities and land.

Security is also an issue given the enclosed nature of the Ngata Street car park thus if the car park is retained improvements should be considered.

Time limits, charging and/or residential parking schemes may need to be considered in the surrounding areas to avoid exacerbating existing parking overspill.

Both Ngata Street and Amesbury Street car parks should ideally be used for commercial purposes in keeping with the intended use and development within the Fringe Business Zone.

It is therefore proposed that the Ngata Street and Amesbury Street Car Parks are redeveloped and used for an activity which is consistent with its zoning (2016 or later) with charges for parking (metered and/or leased) introduced in the interim if practical. Monitoring of the effects of changes to the parking facilities in the surrounding areas is also proposed to establish whether mitigation measures are needed for any displaced parking / overspill.
**NGATA STREET CAR PARK (FRINGE BUSINESS ZONE)**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>SPACES</th>
<th>CONTROLS</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ngata Street Car Park</td>
<td>64</td>
<td>Free</td>
<td>98%</td>
</tr>
</tbody>
</table>

**AMESBURY STREET CAR PARK (RESIDENTIAL ZONE)**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>SPACES</th>
<th>CONTROLS</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amesbury Street Car Park</td>
<td>65</td>
<td>Free</td>
<td>98%</td>
</tr>
</tbody>
</table>
FOOTES CAR PARK is located at 551 Main Street East and has both free and leased car parks. The free car parks are heavily used primarily for long term / commuter parking.

The car park is located within the Outer Business Zone where activities should provide for their own parking on site. The leased car parks are well tenanted (79%) however the leased parks are not fully utilised throughout the day.

Metered parking could be trialled (2016) for the balance of car parks but there is a significant risk that the parking facilities will be underutilised given the availability of free on street parking.

The following initiatives are therefore proposed:
- Consider alternative uses for the car park as a preference (2016 or later) in context with the environment and adjacent activities.
- Increase the number of leased car parks and trial charging for the balance of the car parks (2016) in the interim; until the site is redeveloped. Consideration will be given to oversubscribing the leased parking to make a more efficient use of the parking facilities.
- Monitor displaced / overspill parking and implement mitigation measures if necessary (2016)
TERRACE END CAR PARK is heavily used and supports both medium and long term use. Whilst this car park is located in the Outer Business Zone, where activities should provide for their own parking, the car park plays an important role in supporting local development and activities.

Charging for parking in the short term is not proposed as it would be inconsistent with surrounding controls.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>SPACES</th>
<th>CONTROLS</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Terrace End Car Park</td>
<td>70</td>
<td>Free</td>
<td>91%</td>
</tr>
</tbody>
</table>

It is therefore recommended that parking use is monitored (2016) and if deemed excessive time limits are introduced (2016 or later) as needed to support local activities.

Priorities for treating public off street parking facilities will be formally reviewed in three years (2019).
2.3.2 Leased & Metered Off Street Parking

The following leased off street facilities are considered priorities for treatment in the next 3 years.

The PITT STREET CAR PARK leased (and metered) parking spaces have limited potential to be efficiently used. This land and the now defunct long distance passenger transport terminal present an opportunity for the public land to be used for other purposes. The old bus terminal, which is in private ownership, has also been identified as a strategic development site.

Options for redevelopment of public land or in partnership with private development could include improving pedestrian facilities, improved amenities, commercial development, residential development (inner city living) and/or a combination thereof.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>SPACES</th>
<th>CONTROLS</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pitt Street</td>
<td>Leased</td>
<td>16</td>
<td>$17.40/wk</td>
</tr>
<tr>
<td>Pitt Street</td>
<td>Metered</td>
<td>25</td>
<td>$0.5/hr</td>
</tr>
</tbody>
</table>

It is therefore proposed that a collaborative and multi-disciplinary approach will be needed to determine the best use of the site consistent with the strategic outcomes sought. Alternative uses require investment and would need to be considered through the Annual Plan / 10 Year Plan process.

Reduced parking fees could be trialled in the short term (2016) albeit use is likely to remain modest. Free parking could also be considered as this would make use of the facility, relieve pressure from overspill parking in surrounding streets and reduce pedestrian traffic across the ring road.

It is therefore proposed in the short term that; the use of the existing parking facilities is promoted; lease options could be considered along with reduced charges to increase use. Free parking could be considered but only in the short term and if other interventions are not effective.
Use of the CHURCH STREET (ANIMATES) CAR PARK remains low.

Ample parking is available in the vicinity which means alternative uses be considered if use remains low. Sale and/or redevelopment are likely to present the best opportunities given the land is zoned Inner Business. The Convention Centre and Te Manawa (Museum of Art, Science and History) are nearby and Animates uses the car park for access to the rear of their building.

It is therefore proposed in the short term (2016) to promote the use of the car, reduce the fees, and/or promote sustainable travel options (carpooling concessions have been trialled). Security is an issue thus improvements (such as cameras) are proposed (2016).
Use of the GLOBE (PITT STREET) CAR PARK remains low.

There is an extensive supply of parking available in the vicinity; parking facilities closer to the Square are generally well used however others nearer the ring road are underutilised.

The Globe uses the Pitt Street access for the car park to service the theatre.

It is proposed that alternative uses are considered in the medium to long term (2017+) with a multidisciplinary approach in context with the site’s location and adjacent activities.

Whilst there is a parking demand in the general area the lack of connectivity and concealed location may be making these parking facilities unattractive.

It is proposed in the short term that further efforts are made to promote use of the leased car parks located at the back of the Globe Theatre (2016); marketing to adjacent users, reduced pricing, and/or the promotion of sustainable travel (priority parks for carpooling) are options.
The **PLAZA TOP DECK CAR PARK** was poorly used when originally priced at $25 per week. It is now however fully leased given competitive pricing ($15.00/week).

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>SPACES</th>
<th>CONTROLS</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plaza Top Deck</td>
<td>145</td>
<td>$15.00/wk</td>
<td>100%</td>
</tr>
</tbody>
</table>

It is proposed to increase the price of these parking spaces (2016) incrementally with a view to achieving an appropriate balance between pricing and use.
CAMPBELL STREET CAR PARK leased parking is reasonably well used but there is little use of the metered parking spaces. The site is within the Inner Business Zone so in time this may see the private parking supply reduced. For this reason the reuse or sale of this site is not proposed within the next three years as this will allow time to assess the effect of other proposed parking changes.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>SPACES</th>
<th>CONTROLS</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Campbell Street</td>
<td>Leased</td>
<td>11</td>
<td>$17/wk 64%</td>
</tr>
<tr>
<td>Campbell Street</td>
<td>Metered</td>
<td>38</td>
<td>$0.5/hr 13%</td>
</tr>
</tbody>
</table>

It is therefore proposed in the short term (2016) to; promote the use of the parking spaces, increase the number of leased parking spaces and/or reduce the metered parking fees.
KING STREET

The site is within the Inner Business Zone so the private parking supply may reduce in the future as redevelopment occurs. For this reason the reuse or sale of this site is not proposed to be considered until the next formal review of this plan (2019).

Priorities for treating other leased or metered off street parking facilities will be formally reviewed in three years (2019).

The next parking facilities that could be priorities for review include (2019):
- The Square Car Park
- The Civic Centre Parking (Church Street)

**King Street Car Park** leased parking is also reasonably well used but there is little use of the metered parking spaces. There has been interest in providing free parking to support economic and retail activity.

It is therefore proposed (2016) to trial one hour free parking in the metered parking spaces within the King Street Car Park.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>SPACES</th>
<th>CONTROLS</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>King Street Car Park</td>
<td>Leased</td>
<td>$17/wk</td>
<td>64%</td>
</tr>
<tr>
<td>King Street Car Park</td>
<td>Metered</td>
<td>$0.5/hr P120</td>
<td>21%</td>
</tr>
</tbody>
</table>
2.4 ON STREET PARKING

Council's has 339km of urban roads which supports on street parking to varying degrees. Generally parking is not controlled unless there is a need. Major roads, for example, may need parking to be controlled or removed to facilitate traffic movement. The removal of on street parking is becoming increasingly relevant to provide for alternative transport (walking, cycling and public transport) and improved amenity (improved aesthetics, landscaping and Placemaking such as outdoor dining).

Active transport, public transport and the movement of traffic on strategic road corridors will generally be treated as a priority over parking, albeit on rare occasions there may be exceptions.

The primary objectives for on street parking are to:

- Facilitate the primary and identified use of the road.
- Maintain high occupancy levels, with a target use in the range of 85% to 90% in support of efficient land use.
- Maintain a flexible parking supply which caters for and supports economic vitality and vibrancy
- Maintain a parking supply that is balanced and supports active and public transport.

The following alterations to on street parking facilities are proposed.

2.4.1 Time Limits (Metered)

Metered parking spaces are located in and around the immediate surrounds of the City Centre where time limits in conjunction with parking meters have traditionally been used to promote turnover. Most parking meters have a two hour time limit which provides limited opportunity for people who want or have a need to stay in the CBD for longer periods.

The time limits on the parking meters could be extended or removed.

Council approved a trial (February to June 2016) to extend the time limits on two hour metered parking spaces to three hours. This will better provide for retail and service activities in the City Centre.

The removal of parking time limits from metered parking spaces in the City Centre however remains an option. This would be more intuitive and provide greater flexibility especially for visitors to the City. The removal of time limits however requires parking charges to remain to ensure turnover occurs.

Furthermore users would be able to make full use of their parking fee and it could reduce the need for parking exemptions.

The removal of parking time limits from metered parking spaces in the CBD would be more intuitive and provide greater flexibility for visitors.

Furthermore users would be able to make full use of their parking fee and it could reduce the need for parking exemptions.

The risk of having excessive all day parking in the CBD is low given meter pricing is expected to deter all day parking. Monitoring data shows that in many places there is a high degree of turnover with most cars turning over within an hour; few cars are parked for the allocated time limit of two hours.

It is therefore proposed to trial the removal of time limits (2016) in all metered spaces.

The risk of having excessive all day parking in the CBD is low given meter pricing is expected to deter all day parking. Data shows that in many places in the City Centre there is a high degree of turnover with most cars in paid parking spaces turning over within an hour; few cars are parked for the allocated time limit of two hours.

The parking within the Inner Square Car Park (44 car parks with 70% use) is to be used in conjunction with the Interim Passenger Transport Terminal as a priority. The removal of time for metered spaces may reduce the use of this car park given other car parks will generally be more convenient. The parking for the INNER SQUARE CAR PARK may need to be reviewed to establish an appropriate balance. It is therefore proposed that the operation of this car park will be reviewed subsequent to observing the effect of other changes (2016-2018).

It is therefore proposed that time limits will be extended and / or removed. The extent to which is to be assessed subsequent to the trial of three hour time limits on parking meters (February to June 2016) and in context with other initiatives and / or consultation.
The parking within the **INNER SQUARE CAR PARK** (44 car parks with 70% use) is to be used in conjunction with the Interim Passenger Transport Terminal as a priority. The removal of time form metered spaces may reduce the use of this car park given other car parks will generally be more convenient. The parking for the **INNER SQUARE CAR PARK** may need to be reviewed to establish an appropriate balance.

It is therefore proposed that the operation of this car park will be reviewed subsequent to observing the effect of other changes (2016-2018).
2.4.2 Parking Fees (Metered)

Parking fees will continue to be used and are one of the most effective ways of promoting appropriate levels of parking use.

**Underutilised metered parking**

Reducing the parking fees in the area in conjunction with the removal of time limits may help alleviate commuter overspill, retain residential amenity and better support local businesses.

It is proposed (2016) to reduce the parking meter fees at the following locations to improve parking occupancy in conjunction with the extension or removal of time limits.

---

**CBD Market Proposal**

Council was approached to consider the potential for a market to be located within the CBD. A proposal to have the market located in Broadway Ave on Saturday mornings was considered by Council (December 2015). The proposal was considered to have particular merit given it would promote activity within the CBD at a quieter time of the day. Council agreed (18th December 2015) in support of the proposal to trial (February to April 2016) not charge for parking on Saturday mornings within the CBD before 11am.
CBD & Retail Vitality

Council in recognition of improving CBD and retail vitality considered free parking options. Concern was however expressed that free parking scenarios such as having the first hour free would result in increased vehicle movements as drivers move from one parking spot to the next within the CBD. This was of concern as it was contrary to the objective of making the City Centre more pedestrian oriented and friendly. A proposal to provide a bonus hour of parking, once an initial hour or more had been purchased, was seen as having merit. This encouraged drivers to stay longer in the CBD and walk between destinations rather than drive. Council consequently decided (18th December 2015) to trial (February – June 2016) providing a bonus hour of free parking. This trial runs in conjunction with increasing the time limits on meters to three hours.
2.4.3 Overspill Commuter Parking

RESIDENTIAL PARKING SCHEMES have successfully been introduced near the Hospital (Newhaven Pl, Puriri Tce and Woodfield Avenue). The approach adopted, after consultation, has been to introduce time limits on approximately half of the street which results in an effective and balanced use of the street. This approach allows sufficient space for residents with permits and their visitors whilst retaining some uncontrolled parking which is generally used by commuters.

- It is proposed to install time limits (2016) and offer residential permits, subject to consultation, in the following areas.
- The Hospital Area:
  - Stanley Avenue, Florence Avenue, Rongopai Street, Tyndal Street and possibly Heretaunga Street, Featherston Street and Tremaine Avenue.

• PAK’nSAVE, Plaza and IRD Area:
  - Chaytor Street, Ranfurly Street, Rolleston Street, Ada Street, Oxford Street, Morris Street, Milverton Avenue, Colombo Street and Dahlia Street.

It is proposed to improve the use of parking inside the CBD in support of improved parking amenity in residential areas.

Where parking facilities are underutilised in the CBD and there is no reasonable alternative use in the short term, they cater for commuter parking. This could relieve some of the pressure for all day parking in streets surround the CBD, introduce activity into unused areas, and reduce pedestrian traffic across the ring road. The potential for this to occur has been assessed on a case by case basis previously within this plan.
2.4.4 Inner City Parking

Inner city living can improve the vibrancy of the CBD and may improve the utilisation of land and parking resources.

Residential permits exist however it is proposed that their use is promoted (2016-18+) particularly through on-going conversations with owners and developers within the CBD.

In the long term we may see parking shifting into buildings as inner city living, the density of activity and parking use increases.

2.4.5 Intersection Safety & Efficiency

It is proposed that clearways and/or no stopping (no parking) lines are installed where parking can impede safety and/or efficiency near an intersection.

The following areas are proposed to be further investigated for the installation of no stopping lines and/or clearways.

- Grey Street at the Princess Street intersection (2016) in collaboration with NZTA
- Tremain Avenue at the Vogel Street Intersection (2016); particularly for morning traffic.
- Tremain Avenue at the North Street intersection subsequent to the traffic signals becoming operational (2016)

It is also proposed that other parking facilities adjacent to intersections, where safety and/or efficiency are of concern, will be routinely considered and addressed as matters of priority.

2.4.6 Support Cycle Infrastructure

The direction for development and implementation of cycle infrastructure needs to be considered in a thorough and coordinated fashion.

Whilst the removal of parking can support the development of cycle infrastructure, the planning of a cycle network, to the required standard entails much more than just a consideration of parking. Promoting the development of specific cycle infrastructure is therefore beyond the scope of this plan.

The Integrated Transport Strategy has identified priority routes for on street cycling facilities (ITS: Map 1 - Page 30). This plan supports the installation of connected, convenient and safe cycle facilities on priority routes and acknowledges that it may require the removal of on street parking facilities.

Few streets are wide enough to cater for parking, cycle lanes and traffic lanes on both sides of the road; which typically requires a minimum width of 13.6m or more if angle parking is present.

Few streets are 13.6m wide however if parking were removed from one side of the road a carriageway width of 11.3m to 11.6m could allow for traffic and cycle lanes in both directions. This has been done on College Street (Botanical Road – Fitzherbert Avenue) and could be achieved on other roads such as Botanical Road, Vogel Street and Te Awe Awe Street.
2.5 OTHER ROUTINE & ONGOING INITIATIVES

Council manages a variety of parking facilities on a day to day basis for business activities and the community. This includes the provision of special parking spaces, permits and concessions. It is proposed that the Council would continue to manage these facilities in a similar way as at present with the facilities and permits evolving over time to meet changing needs.

2.5.1 Parking Concessions & Permits

Currently user permits and concessions include the following:
- Mobility Access Card
- Event Organiser Permits
- Meter Hoods (Construction Permits)
- Taxi Permits
- Residential Parking Permits
- Council Official Permits
- UCOL/Massey Graduation Day Permits
- SuperGold Cardholders (65+ years)

Systems are in place to monitor the issuing of permits.

Other groups seek to have concessions from time to time. Council is interested to receive submissions from any parties and/or groups who wish to obtain concessions along with reasons for why it should be awarded.

It is proposed that Council will continue to operate and maintain the current permits with new concessions given consideration when a submission with justification is received.

Council has been requested to extend the current concession which allows ‘SuperGold Card’ holders (those eligible for NZ superannuation) to have free parking on weekdays between 9am and 11am by one hour. This was adopted by Council and became effective in December 2015.

It is therefore proposed to extend the free parking for ‘SuperGold Card’ users to 12pm; the exemption period will thus be from 9am to 12pm on week days (Monday – Friday).

2.5.2 Specialised Parking & Custom Parking Needs

There are a variety of situations where parking facilities are managed to suit specific demands and needs. It is proposed that parking for the following users and/or situations will continue to be treated as a priority where there is a need.

**Mobility car parks**

The number of mobility car parks is to be reviewed (2016-2017) along with their location, configuration and access.

Angle parking can present issues for mobility parking users and suitable access is required from the road to the footpath. A separate programme may need to be established if significant physical works are required.

**Loading zones and short term parking**

Activities within the Inner Business Zone often rely on on-street parking for loading or short term parking to enable them to be serviced.

The number, location, use (goods and service vehicle only) and configuration of Loading Zones in the CBD is to be reviewed (2016-2018) to ensure appropriate coverage and convenience for CBD activities.

Shared use of loading facilities is encouraged to promote an efficient use of space.

**Bus Stops**

Bus Stops need to be located to provide regular and convenient facilities on identified routes.

It is proposed that parking for buses with clear space in advance and after each bus stop will be installed and maintained as a priority.

**Pick Up and Drop Off Facilities**

Pick up / drop off facilities are also to be reviewed (2016 – 2018) with areas adjacent the Regent, Library, Te Manawa, Churches and the Square being areas of interest.

**Schools**

Work has already begun to improve pick up and drop off facilities near schools.

The opportunity should be taken when talking with schools to promote an integrated approach to travel planning.
Parking should be clear of crossing points to ensure safe sight lines are maintained. This is being assessed as part of a citywide review of crossing facilities (2016).

**Parking too close to intersections, bends or driveway**

It is important to regulate parking near intersections, bends and driveways so that safe sight lines and ready access is retained.

This will be addressed as concerns are identified and with a systemic review of priority areas completed within the next three years (2016-2018).

---

**MOBILITY PARKING SPACES**

---

**LOADING ZONES**
2.6 ENFORCEMENT

Enforcement is an integral part of ensuring parking controls such as pricing and time limit are respected and effective.

The guiding theme for enforcement should be that it is fair and reasonable.

*It is proposed that enforcement will continue to support the safe and efficient operation of the road network as a priority.*

2.7 PARKING FOR LARGE AND/OR SPECIAL EVENTS

Shared parking options for large events, in particular for events in The Square or cultural precinct, will continue to be promoted.

*Active and public transport options will also be promoted where practical.*

2.8 SUSTAINABLE TRAVEL

Council supports sustainable travel and recognises the importance of good quality pedestrian and cycle facilities.

Further to this it is recognised that:

- The District Plan will include a consideration of and encourage the provision of active transport facilities (2016); particularly the revision of the Transportation Section.
- The use of sustainable fuels (such as electric vehicles) will be considered and encouraged as the opportunities arise. The introduction of parking concessions, for example, could be offered as an incentive to support the use of more sustainable fuels.
- Restricting access to free parking near the CBD (0.8 – 1.2km) could help promote a shift to alternative transport. Whilst extensive restrictions are not proposed within the next three years, the residential parking schemes proposed, around the Plaza and IRD building, will in effect provide an insight into the effects of this strategy.

2.9 EDUCATION & INFORMATION

Improved parking signs and information which better identify the location and use of parking facilities are proposed.

Basic improvements can be implemented in the short term (2016-2017). Extensive signage and/or smart technology could offer an improved level of service for users however separate funding may be required (2017-2018+) for implementation.

Safe travel, travel options, changes in parking facilities, fees charged, under-utilised areas and parking for events could all benefit by providing accurate and timely information to the public.

It would also be useful to communicate why parking revenue is collected amongst the broader discussion of parking and its effects on economic vitality, sustainability and quality urban design.

*It is proposed that the following matters are to be addressed as a matter of course:*

- Improving parking inventory and records
- Collect parking use / behaviour data that enables management and informed decisions. This is a fundamental reason for using bay sensors which have a huge potential in this regard.
- Trials and changes are to be monitored to assess their effectiveness and inform next steps.
- A process to assist balance competing demands for road space is to be established.

It is expected that progress and priorities within this Parking Management Plan (PMP) will evolve over time with a formal review of the PMP to occur every 3 years. Monitoring and progress reports are to be presented to Council on a yearly basis.
## APPENDIX 1
### ASSET INVENTORY & USE

### Public (Free) Off Street Parking Information

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>SPACES</th>
<th>UTILISATION</th>
<th>$/WEEK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pitt Street</td>
<td>16</td>
<td>0 %</td>
<td>$17.38</td>
</tr>
<tr>
<td>Church Street (Animates)</td>
<td>7</td>
<td>14 %</td>
<td>$25.56</td>
</tr>
<tr>
<td>Globe</td>
<td>14</td>
<td>14 %</td>
<td>$25.56</td>
</tr>
<tr>
<td>Campbell Street</td>
<td>11</td>
<td>64 %</td>
<td>$17.38</td>
</tr>
<tr>
<td>Linton Street</td>
<td>17</td>
<td>71 %</td>
<td>$17.38</td>
</tr>
<tr>
<td>339 Main Street</td>
<td>29</td>
<td>76 %</td>
<td>$25.56</td>
</tr>
<tr>
<td>551 Main Street</td>
<td>56</td>
<td>79 %</td>
<td>$25.56</td>
</tr>
<tr>
<td>King Street</td>
<td>66</td>
<td>83 %</td>
<td>$25.56</td>
</tr>
<tr>
<td>Ashley Street</td>
<td>28</td>
<td>86 %</td>
<td>$25.56</td>
</tr>
<tr>
<td>Berrymans Lane</td>
<td>4</td>
<td>100 %</td>
<td>$25.56</td>
</tr>
<tr>
<td>Church Street</td>
<td>67</td>
<td>100 %</td>
<td>$25.56</td>
</tr>
<tr>
<td>Main Street - Library</td>
<td>9</td>
<td>100 %</td>
<td>$25.56</td>
</tr>
<tr>
<td>Plaza Top Deck</td>
<td>145</td>
<td>100 %</td>
<td>$12.50</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>469</td>
<td>84 %</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- Utilisation based on whether the car parks are leased; not on actual use of the car parking spaces.
- Some facilities have a combination of leased, metered and/or free parking spaces.
The target occupancy for metered parking is between 75 and 90%; this is to ensure that car parks are well used but that there are still sufficient vacant spaces to be reasonably convenient. The following table gives an indication of the approach to be taken with details plans yet to be developed.

**Metered Parking Information**

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>SPACES</th>
<th>OCCUPANCY</th>
<th>AVG TIME PURCHASED (HRS)</th>
<th>CHARGE / HR</th>
<th>TIME LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Selwyn/Pitt CP</td>
<td>25</td>
<td>4 %</td>
<td>3.20</td>
<td>$0.5</td>
<td>All Day</td>
</tr>
<tr>
<td>Linton Street</td>
<td>41</td>
<td>11 %</td>
<td>1.03</td>
<td>$1.0</td>
<td>P120</td>
</tr>
<tr>
<td>Walding Street</td>
<td>29</td>
<td>11 %</td>
<td>0.92</td>
<td>$1.0</td>
<td>P120</td>
</tr>
<tr>
<td>Campbell Street CP</td>
<td>38</td>
<td>13 %</td>
<td>4.72</td>
<td>$0.5</td>
<td>All Day</td>
</tr>
<tr>
<td>Rangitikei Street</td>
<td>83</td>
<td>17 %</td>
<td>0.69</td>
<td>$1.5</td>
<td>P60-120</td>
</tr>
<tr>
<td>Fitzherbert Avenue</td>
<td>82</td>
<td>19 %</td>
<td>0.43</td>
<td>$1.5</td>
<td>P120</td>
</tr>
<tr>
<td>King Street</td>
<td>100</td>
<td>20 %</td>
<td>0.81</td>
<td>$1.5</td>
<td>P120</td>
</tr>
<tr>
<td>Animates CP</td>
<td>10</td>
<td>21 %</td>
<td>1.65</td>
<td>$1.0</td>
<td>P180</td>
</tr>
<tr>
<td>King Street CP</td>
<td>48</td>
<td>21 %</td>
<td>1.98</td>
<td>$1.0</td>
<td>P240</td>
</tr>
<tr>
<td>Main Street West</td>
<td>61</td>
<td>23 %</td>
<td>0.79</td>
<td>$1.5</td>
<td>P120</td>
</tr>
<tr>
<td>Cuba Street</td>
<td>75</td>
<td>25 %</td>
<td>0.49</td>
<td>$1.5</td>
<td>P120</td>
</tr>
<tr>
<td>Ashley Street</td>
<td>7</td>
<td>28 %</td>
<td>1.05</td>
<td>$1.0</td>
<td>P120</td>
</tr>
<tr>
<td>Princess Street</td>
<td>11</td>
<td>32 %</td>
<td>0.57</td>
<td>$1.5</td>
<td>P120</td>
</tr>
<tr>
<td>Main Street East</td>
<td>158</td>
<td>33 %</td>
<td>0.77</td>
<td>$1.5</td>
<td>P120</td>
</tr>
<tr>
<td>Central Square Car Park</td>
<td>94</td>
<td>35 %</td>
<td>2.65</td>
<td>$1.0</td>
<td>All Day</td>
</tr>
<tr>
<td>The Square</td>
<td>288</td>
<td>40 %</td>
<td>0.58</td>
<td>$1.5</td>
<td>P120</td>
</tr>
<tr>
<td>Church Street</td>
<td>140</td>
<td>41 %</td>
<td>0.94</td>
<td>$1.0</td>
<td></td>
</tr>
<tr>
<td>Queen Street</td>
<td>75</td>
<td>46 %</td>
<td>0.97</td>
<td>$1.0</td>
<td>P20-240</td>
</tr>
<tr>
<td>Broadway Avenue</td>
<td>158</td>
<td>46 %</td>
<td>0.69</td>
<td>$1.5</td>
<td>P120</td>
</tr>
<tr>
<td>Linton CP</td>
<td>51</td>
<td>56 %</td>
<td>6.08</td>
<td>$0.5</td>
<td>All Day</td>
</tr>
<tr>
<td>Civic Centre CP</td>
<td>56</td>
<td>57 %</td>
<td>4.84</td>
<td>$1.0</td>
<td>All</td>
</tr>
<tr>
<td>George Street</td>
<td>37</td>
<td>61 %</td>
<td>0.70</td>
<td>$1.5</td>
<td>P120</td>
</tr>
<tr>
<td>Coleman Place</td>
<td>16</td>
<td>70 %</td>
<td>0.78</td>
<td>$1.5</td>
<td>P120</td>
</tr>
<tr>
<td>Globe CP</td>
<td>42</td>
<td>75 %</td>
<td>4.44</td>
<td>$0.5</td>
<td>All Day</td>
</tr>
<tr>
<td>Donnington Street</td>
<td>27</td>
<td>88 %</td>
<td>5.79</td>
<td>$0.5</td>
<td>All Day</td>
</tr>
<tr>
<td>Cross Street</td>
<td>12</td>
<td>97 %</td>
<td>6.27</td>
<td>$0.5</td>
<td>All Day</td>
</tr>
</tbody>
</table>
Recommendation(s) to Committee

1. That the Committee consider the appropriateness of sending an elected member or members to attend, with expenses paid, to the New Zealand Planning Institute (NZPI) Over the Rainbow Conference 2016 being held in Dunedin on Tuesday 12 April 2016 to Friday 15 April 2016.

2. That, in the event the Committee approves the attendance of an elected member or members at the above training, then registrations of interest be invited from elected members wishing to attend, with expenses paid, and advise the Committee Administrator, Rachel Corser, by 12 noon Friday 5 February 2016.

Issue

3. The elected members’ budget for conference attendance and training opportunities is $75,000. As at 26 January 2016 there remains $44,908.00 available for the balance of the financial year ending 30 June 2016. This does not include outstanding invoices that have been previously approved but have yet to be presented for payment.

4. Fees for the conference for full registration will be $900.00 including GST.

5. No financial provision is to be made for any spouse or partner of an elected member attending any conference or training opportunity, other than for the Mayor’s spouse or partner attending a conference in association with the Mayor.

Background

6. The NZPI Over the Rainbow Conference 2016 is a three day event taking place in Dunedin on Tuesday 12 April 2016 to Friday 15 April 2016.

7. The conference seeks to address the opportunities and vision required by planners to take a strategic policy oriented view of environmental sustainability and economic development in NZ.

8. The conference programme is available and is attached.
Conclusion

9. The Committee may choose whether any elected members should attend the conference, and if so, how many, in which case the Committee could invite registrations of interest from elected members wishing to attend.

10. The Committee may permit the attendance of elected members at conference and training opportunities, with leave of absence and appropriate expenses paid; the decision on such attendance to be reported back to the Council by the Mayor.

11. If the Committee decides to approve the attendance of one or more elected members, registrations of interest will be sought from elected members. At the closing date of registrations (12 noon on Friday 5 February 2016), the Committee Administrator will advise the Mayor of the interest received. The Mayor and Deputy Mayor will then make a decision on the successful registrant(s).

12. Once the Chairperson and Deputy Chairperson have advised the Committee Administrator of the successful registrant(s), all further information regarding the workshop will then be forwarded to that person or those persons direct.

Rachel Corser
Committee Administrator
WHY ATTEND: Each year the Conference draws planning leaders, iwi and practitioners from local government, universities and consultancies into a forward focused expansive discourse on the challenges and opportunities ahead in relation to planning best practice and implementation.

WHO SHOULD ATTEND:
The conference is relevant to a wide range of professionals, including:

Industry leaders, managers, practitioners, technical specialists, planners, peers from allied professionals, local and central government representatives, iwi, environmental advocates, scientists, researchers and tertiary students.

PROGRAM:

Tuesday 12th April

8.30 REGISTRATION DESK FOR YP OPENS - Glenroy Foyer
9.00 YOUNG PLANNERS CONGRESS - Conference Room 1
9.00 PAC & BOARD MEETING - Fullwood Lounge
9.00 PAPA POUNAMU HUI - Conference Room 2
1.00 URBAN DESIGN FORUM
18.00 WELCOME RECEPTION - TOITU
18.30 MIHI WHAKATOU
19.00 PRESENTATION YP AWARDS

Wednesday 13th April

REGISTRATION DESK OPENS
8.00 EXHIBITION
Glenroy Auditorium - Dunedin Town Hall
WELCOME BY MC: Sacha McNeil
9.00
9.10 KEYNOTE SPEAKER: Sir Geoffrey Palmer
9.50 KEYNOTE SPEAKER: Sir Tipene O'Regan
10.30 NETWORKING BREAK
KEYNOTE SPEAKER: Dr Jan Wright
KEYNOTE SPEAKER: Joseph Mincozzi
11.40
12.20 LUNCH

NEW ZEALAND PLANNING INSTITUTE CONFERENCE 2016 : New Zealand Pla...

PARALLEL SESSIONS
- Aging Population
- Climate Change
- RMA Framework
- High/Low Growth Planning
- NZTA Workshop

15.05 NETWORKING BREAK


16.45 PANEL DISCUSSION


17.20 NETWORKING RECEPTION & AGM

20.00 HAGGIS CEREMONY

Thursday 14th April

REGISTRATION DESK OPENS

8.00 EXHIBITION
- Glenroy Auditorium - Dunedin Town Hall


10.30 NETWORKING BREAK


12.10 PRESENTATION OF AWARDS

12.30 LUNCH

13.30 RODNEY DAVIES RESEARCH SYMPOSIUM

PARALLEL SESSIONS
- Technology in Planning
- Heritage
- Water
- Mining

15.15 NETWORKING BREAK

15.45 KEYNOTE SPEAKER: Dr Julian Cribb (http://www.nzpiconference2016.org.nz/index.php/component/speventum/speaker/1-juliancribb)


16.55 PANEL DISCUSSION

17.30 SOCIAL OPTIONS - Click here for full details

Friday 15th April

8.00 FIELD TRIPS - Click here for full details
18.30 GALA ANNUAL DINNER
## COMMITTEE WORK SCHEDULE – FEBRUARY 2016

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Estimated Report Date</th>
<th>Subject</th>
<th>Officer Responsible</th>
<th>Current Position</th>
<th>Date of Instruction/ Point of Origin</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>TBA</td>
<td>Fluoridation Review</td>
<td>General Manager, City Networks</td>
<td>Awaiting Appeal</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>March 2016</td>
<td>Progress report Pedestrian Facilities Compliance and Safety Review, including outcome of consultation with stakeholders</td>
<td>General Manager, City Networks</td>
<td>Court decision</td>
<td>5 October 2015</td>
</tr>
<tr>
<td>3</td>
<td>March 2016</td>
<td>RMA Amendment Bill Submission</td>
<td>General Manager, City Networks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>March 2016</td>
<td>Community Engagement Annual Report</td>
<td>General Manager, City Networks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>April 2016</td>
<td>Draft Heritage Strategy</td>
<td>General Manager, City Networks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>May 2016</td>
<td>Citywide Vegetation Framework - Final Report</td>
<td>General Manager, City Networks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>May 2016</td>
<td>Draft Waste Management and Minimisation Bylaw</td>
<td>General Manager, City Networks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>May 2016</td>
<td>Sectional District Plan Review: Tangata Whenua and Resource Management Plan Change (notification)</td>
<td>General Manager, City Networks</td>
<td>Subject to Rangitane approval</td>
<td>29 November 2010</td>
</tr>
<tr>
<td>10</td>
<td>June 2016</td>
<td>Signs and Public Places Bylaw Amendment</td>
<td>General Manager, City Networks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>June 2016</td>
<td>City Centre/Broadway Plan</td>
<td>General Manager, City Networks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>June 2016</td>
<td>Draft Wastewater Bylaw</td>
<td>General Manager, City Networks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Date</td>
<td>Subject</td>
<td>Responsible Officer</td>
<td>Notes</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>------------</td>
<td>--------------------------------------------------------------------------------------------</td>
<td>--------------------------------------</td>
<td>--------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>August 2016</td>
<td>Sectional District Plan Review: Proposed Plan Change 22 Omnibus (Balance transportation, subdivision, hazards, general, monitoring, information requirements)</td>
<td>General Manager, City Future</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>August 2016</td>
<td>Process for State of the Environment Report</td>
<td>General Manager, City Future</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>September 2016</td>
<td>Sectional District Plan Review: Proposed Plan Change 23 Zoning Adjustments</td>
<td>General Manager, City Future</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>November 2016</td>
<td>Strategy and Policy Status reviews and Monitoring Report</td>
<td>General Manager, City Future</td>
<td>14 March 2011 (clause 12-11)</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>December 2016</td>
<td>Draft Traffic and Parking Bylaw</td>
<td>General Manager, City Future</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>April 2017</td>
<td>Draft Sustainable City Strategy Review</td>
<td>General Manager, City Future</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>