



**WHANGANUI  
DISTRICT COUNCIL**  
Te Kaunihera a Rohe o Whanganui

**Statement of Proposal  
for the  
Parking Bylaw  
and Parking Controls**

## INTRODUCTION

Whanganui District Council (Council) is completing a mandatory review of its Parking Bylaw. All Councils are required to review and consult on bylaws regularly to ensure they are fit for purpose. The Parking Bylaw will lapse if not reviewed by December 2024.

The purpose of the Parking Bylaw is to promote a safe and efficient road network by managing the stopping or standing of vehicles. The bylaw provides the legal basis for Council to manage and enforce parking rules in our town centre. Our 'Parking Controls', on the other hand, lay out the rules for use of parking spaces – such as where people can park, for how long and how much it might cost.

## PROPOSAL

Council is not proposing any significant changes to the Parking Bylaw as it is functioning as intended. However, as part of this review process we have taken the opportunity to consider updates to our Parking Controls, subject to consultation.

Council has identified the following challenges which may benefit from changes to the Parking Controls:

- Existing parking tariffs have not been regularly updated and could be increased to take pressure off rates;
- Some blocks on Victoria Avenue reach full occupancy (80% + carparks occupied) during peak hours (11am-1pm weekdays);
- Cheaper parking is available on side and off-street parks and town centre visitors should be encouraged to use these more;
- Free parking areas (such as Rutland Street) are being used by visitors all day, which limits parking available for shorter visits;
- More mobility parks are needed in the town centre – particularly longer parks which can accommodate mobility vans;
- Both the Super Gold Card Scheme and Taupo Quay exemption for UCOL students could be expanded.

This statement of proposal will look at possible options for addressing these challenges, including:

- a) Increasing parking tariffs;
- b) Introducing new parking meters;
- c) Adding more mobility parking;
- d) Allowing UCOL students three hours free parking on Taupo Quay;
- e) Expanding the Super Gold Card parking scheme to Saturdays.

**OPTIONS FOR CONSIDERATION**

**Parking Tariffs**

Council has considered two possible options with regards to parking tariffs:

1. Increase our parking tariffs (preferred option), or
2. Retain our current parking tariffs (status quo).

Parking tariffs are a method of managing parking demand by putting a cost on the time spent in a parking space. This cost encourages higher turnover of vehicles, shortening the likely stay of visitors and requiring those who wish to stay longer to either park further away or pay more.

Parking tariffs also provide a source of income that would otherwise need to be met by rates or a potential reduction in levels of service. At present, our Council is facing significant increases in the costs to provide its services, due to factors such as high interest rates, insurance premiums and ongoing inflationary pressures. Increasing parking tariffs would help to off-set the impact these cost increases are having on rates.

Parking tariffs also allow for a fairer distribution of costs because they are a ‘user pays’ system, where users pay for the services directly, but have some choice around how much they pay (i.e. they can choose to park in a different location or use an alternative mode of transport).

Our parking tariffs have not been regularly updated and are lower than a number of comparable districts. Our current and proposed parking tariffs are as follows:

	<b>Current tariff</b>	<b>Proposed tariff</b>
<b>Victoria Avenue</b>	\$2 per hour	\$3 per hour
<b>Side-streets</b>	\$1 per hour	\$2 per hour
<b>Off-street</b>	.50c per hour	\$2 per hour
<b>Rental Parks</b>	\$20 per week	\$30 per week

Both the current and proposed tariffs are graded to discourage longer parking on Victoria Avenue and encourage parking on side/off-streets, rentals and free parking areas instead. This proposed increase would group side/off-street parks to a uniform hourly charge. Our rental park tariffs would increase to reflect the high demand and full occupancy of the majority of these parks.

***Comparison of options***

	Advantages	Disadvantages
<p><b>Option A1:</b> <b>Increase parking tariffs (Preferred)</b></p>	<ul style="list-style-type: none"> <li>• Increased parking revenue can be used to off-set rates</li> <li>• Spreads costs of Council services through a ‘user-pays’ system</li> <li>• Current parking tariffs are low and the proposed increase would bring them in line with comparable districts</li> <li>• Encourages higher turnover of vehicles and more use of cheaper side/off-street options or alternative modes of transport</li> </ul>	<ul style="list-style-type: none"> <li>• The community is facing high costs of living</li> </ul>
<p><b>Option A2:</b> <b>Retain existing parking tariffs (status quo)</b></p>	<ul style="list-style-type: none"> <li>• Keeps parking costs low for community members who are already facing high costs of living</li> </ul>	<ul style="list-style-type: none"> <li>• Limited parking revenue available to off-set rates – which will negatively impact cost of living in the longer-term</li> <li>• Does nothing to address the issue of high occupancy and congestion on Victoria Avenue</li> </ul>

**Parking Meters**

Council has considered two possible options with regards to parking meters:

1. Introduce 14 new parking meters (preferred option), or:
2. Do not introduce any new parking meters (status quo).

There are a number of free parking areas at prime locations in our town centre which tend to be filled up by visitors who arrive early and park for the entirety of the day. One option to address the issue of low turnover of parks in these areas is to introduce new parking meters and apply a parking tariff to these locations.

The areas proposed for the installation of new meters are as follows: Rutland Street, Ridgway Street (by Pukenamu Queen’s Park only), Guyton Street (outside the Council office) and from 96-100 St Hill Street. This would involve installing 14 new parking meters in total.

Installing new meters on Rutland and Ridgway Streets would free up parking around some of the town centre’s top attractions, such as the Glassworks, Drews Avenue and the Sarjeant Gallery, and would generate revenue from tourists and visitors which could be used to further offset rates.

**Comparison of options**

	<b>Advantages</b>	<b>Disadvantages</b>
<p><b>Option B1</b></p> <p><b>Introduce 14 new parking meters (preferred option)</b></p>	<ul style="list-style-type: none"> <li>• Improved parking turnover in new metered areas</li> <li>• Improved parking accessibility for short visits to CBD</li> <li>• Targets tourists and visitors</li> <li>• Increased revenue which can be used to off-set rates</li> </ul>	<ul style="list-style-type: none"> <li>• Reduces amount of free all day parking in town centre</li> <li>• Initial upfront cost to install meters</li> </ul>
<p><b>Option B2</b></p> <p><b>Do not introduce any new parking meters (status quo)</b></p>	<ul style="list-style-type: none"> <li>• No initial upfront cost to install new meters</li> </ul>	<ul style="list-style-type: none"> <li>• Parking availability in free areas – particularly Rutland Street - is likely to remain limited</li> <li>• Prioritises long-stay parkers who arrive early and stay all day</li> </ul>

**UCOL student parking on Taupo Quay**

UCOL currently has an informal agreement with Council to allow for two hours free parking on Taupo Quay (directly outside the UCOL campus), when displaying a valid UCOL sticker. We have received feedback that this two hour exemption is not long enough, as lectures are typically three hours long.

Council have considered two possible options:

1. Lengthen the free parking exemption for UCOL students on Taupo Quay to three hours (preferred option), or:
2. Retain the current two hour parking exemption for UCOL students on Taupo Quay (status quo).

**Comparison of options**

	<b>Advantages</b>	<b>Disadvantages</b>
<b>Option C1 - Lengthen the exemption for UCOL students on Taupo Quay to three hours free parking (preferred option)</b>	<ul style="list-style-type: none"> <li>• Encourages overflow student parking to Taupo Quay – rather than Rutland Street (which has very high occupancy rates)</li> <li>• Ensures a free/low-cost parking option for students</li> <li>• Students would no longer need to move cars part way through a lecture</li> </ul>	<ul style="list-style-type: none"> <li>• Will lower parking turnover on Taupo Quay outside the UCOL campus</li> <li>• Loss of potential revenue from parking tariffs</li> </ul>
<b>Option C2 - Retain the current two hour parking exemption for UCOL students on Taupo Quay (status quo)</b>	<ul style="list-style-type: none"> <li>• Higher turnover of parking spots on Taupo Quay</li> <li>• Higher revenue for off-setting rates</li> </ul>	<ul style="list-style-type: none"> <li>• Disruption to UCOL lectures</li> </ul>

**Mobility parking**

Council has received feedback regarding the need for more mobility parking in the CBD – particularly surrounding the need for mobility parks which are long enough to accommodate a mobility van with a loading ramp.

As part of the Streets for People project, two new mobility parks are already being installed on Guyton Street.

Council have considered two possible options with regards to additional mobility parks:

1. Add a further three mobility parks (beyond the two already proposed through the Streets for People Project). Including two long mobility parks for mobility vans in Winstone Carpark, and one mobility park outside BNZ on Victoria Avenue to ensure access to key services and businesses in this area (preferred option), or:
2. Do not add three further mobility parks to the town centre (status quo, noting two mobility parks will still be installed on Guyton Street through the Streets for People project).

**Comparison of options**

	<b>Advantages</b>	<b>Disadvantages</b>
<p><b>Option D1 – Add three further mobility parks to the town centre (preferred option)</b></p>	<ul style="list-style-type: none"> <li>• Allows less able bodied persons access to key businesses and services on a part of Victoria Avenue which can be otherwise highly occupied</li> <li>• Ensures that people requiring a mobility van/loading ramp can exit their vehicle safely and away from oncoming traffic</li> <li>• Only requires one premium location park, with the other two to be designated from a Council owned rental park (Winstone Carpark)</li> </ul>	<ul style="list-style-type: none"> <li>• One premium, centrally located park is unavailable for all users</li> </ul>
<p><b>Option D2 – Do not add three further mobility parks to town centre parking (status quo)</b></p>	<ul style="list-style-type: none"> <li>• A premium centrally located park remains available for all users</li> <li>• Council will be able to gather more revenue for off-setting rates through the two parks located in Winstone Carpark</li> </ul>	<ul style="list-style-type: none"> <li>• Less able bodied persons may struggle to access businesses and services, particularly those requiring a mobility van/loading ramp</li> </ul>

**Super Gold Card Scheme**

At present, Super Gold Card holders can park for free between 8am and 11am Monday to Friday. Council have often received feedback and requests to extend the hours of this exemption to 2pm.

The intention of the 8-11am timing is to manage the flow of people to the town centre, in order to reduce pressure on parking occupancy during the peak hours from 11-1pm. Expanding the gold card scheme to 1pm would place further pressure on parking occupancy during this peak period and is not recommended as a result.

Council have considered two possible options with regards to expanding the Super Gold Card Scheme:

1. Expand the Super Gold Card Scheme to Saturdays from 8-11am (preferred option), or:
2. Do not expand the Super Gold Card Scheme (status quo).

**Comparison of options**

	<b>Advantages</b>	<b>Disadvantages</b>
<b>Option E1 – expand the Super Gold Card Scheme to Saturdays 8-11am (preferred option)</b>	<ul style="list-style-type: none"> <li>• Whanganui has an ageing population. Expanding the benefit of the Super Gold Card scheme to Saturdays will have a positive benefit for this population</li> <li>• The 8-11am timing supports card holders to go about early shopping and access to events such as the river markets, prior to the influx of people to the CBD</li> </ul>	<ul style="list-style-type: none"> <li>• Parking is unavailable for other users on Saturday mornings</li> </ul>
<b>Option E2 – do not expand the Super Gold Card Scheme to Saturdays (status quo)</b>	<ul style="list-style-type: none"> <li>• Parking remains available for other users</li> <li>• More revenue will be generated from parking which can be used to offset rates</li> </ul>	<ul style="list-style-type: none"> <li>• Does nothing to offset potential negative impacts of the cost of parking for our ageing population</li> <li>• Does nothing to manage the flow of people to the CBD on Saturdays by encouraging one group to come in earlier</li> </ul>

**Parking Bylaw**

Council requires a bylaw to enforce the parking rules and promote effective management of parking resources in the town centre. The bylaw also helps to ensure the safety of our roads, as the parking, stopping or standing of vehicles in inappropriate locations has the potential to have negative impacts on the safe and efficient operation of our roading network.

The bylaw has been reviewed by Council officers and no significant changes have been recommended as part of this review.



## **DETERMINATION OF APPROPRIATENESS**

Section 22AB of the Land Transport Act 1998 provides for road controlling authorities to make bylaws for specified purposes, including the prohibiting or restricting of the stopping, standing, or parking of vehicles on any road. The Parking Bylaw is considered the most appropriate form of bylaw for this purpose.

## **NEW ZEALAND BILL OF RIGHTS ACT 1990**

The Local Government Act 2002 also requires the Council to determine whether there are any implications for the bylaw under the New Zealand Bill of Rights Act 1990 i.e. no bylaw may be made that is inconsistent with that Act. In Council's opinion the Parking Bylaw does not contain any provision that is in conflict with the New Zealand Bill of Rights Act 1990.

Following the prescribed special consultative procedure set out in section 83 of the Local Government Act 2002 the Council will consider the final draft of the proposed bylaw and its New Zealand Bill of Rights Act 1990 implications, if any.

## **CONSULTATION AND SUBMISSION**

You can make a submission online at [www.whanganui.govt.nz/haveyoursay](http://www.whanganui.govt.nz/haveyoursay) or alternatively submission forms are available from the Whanganui District Council Customer Service counter at the main municipal building located at 101 Guyton Street, the Davis Library and Gonville Library. Please indicate whether you would like to speak to your submission and include contact details. People who wish to be heard by Council will be given the opportunity to do so.

The hearing of submissions is scheduled for 14 May at the main municipal building located at 101 Guyton Street.

The period for making submissions is from 2 April to 2 May.