

7. RATIONALISATION OF “PAY AND DISPLAY” OPERATING CONDITIONS

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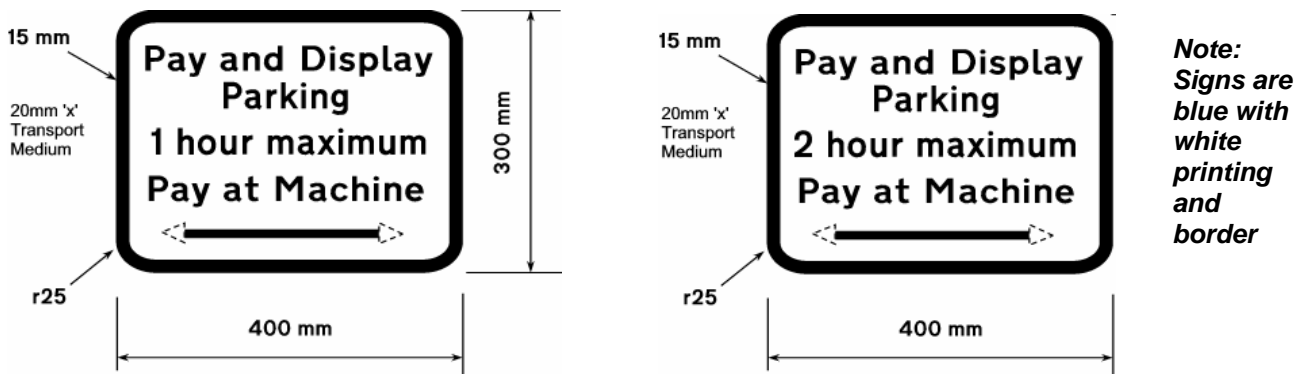
PURPOSE OF REPORT

1. The purpose of this report is to inform the Council of the issues associated with the multitude of hours, days and maximum time periods that the existing parking meters operate, how this will affect the operation of the new ‘Pay & Display’ machines, and to propose a way forward.

EXECUTIVE SUMMARY

2. The Council has approved the purchase and installation of the ‘Pay & Display’ machines to replace the existing parking meters.
3. The ‘Pay & Display’ machines will issue a receipt that must be displayed on the vehicle’s dashboard.
3. The promotion for the ‘Pay & Display’ emphasises the advantages of being able to use this receipt in other ‘Pay & Display’ areas providing the time purchased has not expired or the maximum time for the area is not exceeded.
4. Time can also be purchased from any ‘Pay & Display’ machine. The current parking meters have seven different times of day and days of the week and two different maximum parking periods. This relates to 10 different combinations covering the existing parking meters.
5. This can be confusing for users of this system and complicates enforcement.
6. Staff did a presentation to a Council seminar on Tuesday 9 May 2006 outlining these issues and providing information on the signs that were prescribed by the Land Transport Rule Traffic Devices 2004.
7. Feedback from the seminar was:
 - (a) That there was a need to standardise the times, days and maximum parking periods.
 - (b) That consultation was an important part of this process.
 - (c) That there were opposing views on what was the best solution for rationalisation.
 - (d) There was concern expressed over the visual effect of sign clutter.
 - (e) Staff would present options with the ramifications to Council for the decision on final rationalisation.
 - (f) Options should be as much as possible cost neutral.
8. Further investigations into the requirement of the law and legal interpretation has found that the size of signs, number of signs and the wording on the signs can be changed from that presented at the Council seminar.
9. A recent High Court decision on a legal challenge of the signs used in Wellington has clearly defined ‘Pay & Display’ machines as “Parking Meters”. There is no legal requirement for signage for parking meters providing they are nearby and obvious. This is quite different to the requirement for signage each side of every parking restriction, when displaying a ‘P’ on the signs as outlined in the Council seminar.
10. The Christchurch City Traffic and Parking Bylaw 1991 covers in detail the provision of metered areas, fixation of fees, when parking by meters applies, payment of fees and parking in multiple parking meter areas.
11. Providing the ‘Pay & Display’ machines are nearby and obvious, the details of the hours of operation, day of the week and maximum parking period can be displayed on the machine in the same way as they are at present on the existing parking meters.

12. It is proposed to have the 'Pay & Display' machines covering up to approximately eight parking spaces. This is similar to the current "multi bay" parking meters. To achieve this there is a need to eliminate isolated parking meters.
13. It is proposed to install signs at the beginning and end of each block and additional signage in between, if the distance between these signs exceeds 100m.
14. This will reduce the number of different signs to two. These will show one hour and two hour maximum parking period. The total number of signs that need to be installed will be significantly reduced from that presented at the seminar. The signs shown below are indicative of what is proposed.



15. The rationalisation of the hours of operation and days of week, still needs to be addressed. However this process can be carried out without having to shortcut the consultative process, as the changes can be implemented after the meter installation completion date of 16 July 2006 as these changes will be carried out on the 'Pay & Display' machines themselves.
16. A report presenting the outcome of consultation and providing options and their ramifications will be presented to the Council at a future meeting.
17. In addition to this, another report will be presented to the 15 July 2006 meeting which proposes changes to eliminate isolated parking meters and re-designate all other parking metered spaces as 'Pay & Display' areas.
18. A separate memo will outline the current fine structure that will be applied to the enforcement at 'Pay & Display' parking areas.

FINANCIAL AND LEGAL CONSIDERATIONS

19. The cost of the signs have been allowed for in the overall 'Pay & Display' project budget. The proposal in this report will result in a minor overall saving in what was initially allowed for signs.
20. The provision of 'Metered' parking is defined in the Land Transport Rule Traffic Devices 2004 and has been more recently clarified by a High Court ruling.
21. The Christchurch City Traffic and Parking Bylaw 1991 further defines the local requirements for the operation of parking meters.

CONCLUSION

22. Research into the legal requirements has provided information that defines 'Pay & Display' machines as 'Parking Meters'.
23. As such the hours of operation, day of the week and maximum parking period only has to be displayed on the machine.

24. In addition to this, it is proposed to install a limited number of signs which will help motorists identify where the 'Pay & Display' machines are located.
25. In depth consultation needs to be carried out before a further report can be presented with options for a Council decision on rationalising time of day, day of week and maximum parking period.
26. This consultation can be carried out after the completion date of 16 July 2006 for the installation of the 'Pay & Display' machines.

STAFF RECOMMENDATION

It is recommended that the Council receive the advice given in this report and support the commencement of consultation on the rationalisation of time of day, days of the week and maximum parking periods.