



NOTICE OF MEETING

Notice is hereby given that Hearings for the Parking Control Bylaw 2024 to be held in the Victoria Room, Civic Theatre, 88 Tay Street, Invercargill on Tuesday 9 July 2024 at 1.30 pm

Cr D J Ludlow
Cr A J Arnold
Cr P W Kett
Cr L F Soper (alternate)

MICHAEL DAY
CHIEF EXECUTIVE

Hearings for the Parking Control Bylaw 2024

09 July 2024 01:30 PM

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Hearing Timetable – Parking Control Bylaw 2024

Hearing	Sub #	Topic	Name	Time
1	020	Parking Control Bylaw	Melvin Butler	1.30
2	009 And 004	Parking Control Bylaw and Proposed Taxi Park Trial	Tracy Peters	1.40
3	006	Proposed Taxi Park Trial	Melanie Magowan	1.50

PARKING CONTROL BYLAW HEARINGS AND DELIBERATIONS

To:	Parking Control Bylaw Hearing Panel
Meeting Date:	Tuesday 9 July 2024
From:	Doug Rodgers, Manager – Strategic Asset Planning and Andrew Cameron - Chief Risk Officer and General Manager - ICHL
Approved:	Andrew Cameron - Chief Risk Officer and General Manager - ICHL
Approved Date:	Wednesday 3 July 2024
Open Agenda:	Yes

Purpose and Summary

This report provides the Hearing Panel with the submissions to the proposed Draft Parking Control Bylaw and the details of the submitters who wish to be heard.

Recommendations

That the Parking Control Bylaw Hearing Panel:

1. Receives the report "Parking Control Bylaw Hearings and Deliberations".
2. Receives submissions on the proposed Parking Control Bylaw.
3. Receives feedback on the disabled taxi parks trial proposal 2024-25 (A5441906).
4. Notes the submitters to be heard:
 - 1:30 pm- Submission 020 – Melvin Butler.
 - 1:40 pm- Submission 009 and Feedback 004 - Tracy Peters.
 - 1:50 pm- Feedback 006 – Melanie Magowan.
5. Notes the summary of submissions (A5388005).
6. Agrees/ disagrees with the following proposed changes to the Bylaw:
 - a. Replace references to 'Fire Service' with 'Fire and Emergency New Zealand' in the proposed bylaw.
 - b. Amend Clause (12 b) to provide for false fire alarms, medical events, motor vehicle events, and other emergencies.
 - c. Reinstate repealed Exemptions Clause as it exists in the 2022 Parking Control Bylaw.
 - d. Replace "number plates" and "vehicle plates" where used in the Bylaw with "registration plates".
 - e. Add additional definition clause "Any words, phrases or expressions used in this Bylaw which have meanings assigned to them by the Local Government Act 1974, the Land Transport Act 1998, and Rules made under the Land Transport Act 1998 or any amendments thereof, shall have the meanings as are respectively assigned in those Acts/Rules, unless those meanings would be inconsistent with, the context

otherwise requires, or a different definition is given in clause 4.1" to section 4 of the proposed bylaw.

- f. Amend section 6 to remove the initial 30 minutes free parking allocated upon using metred parking areas.

Recommends to Council:

7. To adopt the Parking Control Bylaw with the changes as agreed in resolution 6.

Background

The Infrastructural Services Committee adopted the Parking Control Bylaw for consultation on 7 May 2024. The committee delegated hearings and deliberations to a Hearings Panel made up of Cr Ludlow, Cr Arnold, Cr Kett and Cr Soper (as an alternate).

The Parking Control Bylaw sets out rules governing how people may park within the city and how Council will enforce those rules. At a recent Court case, inconsistencies between the Bylaw and wording of fines issues were identified by the Justices of the Peace resulting in the issued fine being invalid.

Users had previously raised issues related to a lack of clarity around how Council communicates how and when people should pay using the new system. Council clarified its signage in response to those issues.

The current Bylaw potentially enables a charge for the same nature of the offence, using a different wording. The changes to the wording and the new Bylaw are designed to clarify the process for users and simplify the ability of parking wardens to observe how long the vehicle has occupied the park.

Further background information was provided to the Infrastructure Committee (7 May 2024) at the time of adoption of the draft version of the Bylaw for consultation and is provided for reference as an appendix to this report.

Council consulted on the proposed Draft Parking Control Bylaw between 29 May and 28 June 2024. The public had the opportunity to meet Council's senior management and management officers and ask questions in person about the amendments proposed to the Bylaw at the public Hui held on 6 June 2024.

Formal submissions could be made online through letstalk.icc.govt.nz, via email, by post, or dropped into Te Hīnaki Civic Building, the Public Library, Bluff Service Centre and Murihiku Marae.

There were Twenty-three submissions received within the Consultation period. No submissions were made after the cut-off date. Three submitters requested to speak to their submission.

Proposed Disability Taxi Parks Trial

Alongside the Bylaw, Council asked the community for feedback on a proposed trial of Disability Taxi Parks at four locations within the city centre. These parks would be created through combining two existing parks outside key locations which are frequently used by disabled people and their whanau. The trial would examine the extent to which providing

these parks improved accessibility to the city centre for disabled people and what if any negative effects are created for the rest of the community. The locations would be tested before any permanent change to parking allocations, including permanent signage and road painting. Temporary signage would be used during the trial.

It is proposed to trial this approach for a period during 2024/2025.

Issues and Options

Parking Control Bylaw Submissions

Council received twenty-three responses in total following public consultation, from which thirteen agreed with the proposed amendments noting the need for further amendments, nine spoke against the proposed amendments and one spoke in support of the proposed amendments to the Bylaw as it was presented for consultation.

Section 6 Metered Parking Areas

Four respondents spoke against the introduction section 6.3 to the proposed draft bylaw that requires all drivers who park a vehicle in a metered parking area must at the time of parking, register the vehicle's number plate at a Parking Machine or through a parking app. The registration of the vehicle's number plate, at the time of parking, is a condition of parking in a metered parking area regardless of whether payment is required for the period the vehicle is parked.

Two submitters argue that requiring vehicle registration for the first 30 minutes of free parking defeats the purpose, as 1-5 minutes are spent entering vehicle registration details into Council's system. They suggest keeping the first 30 minutes free and enforcing parking rules afterwards without requiring meter activation. This is seen as being inefficient in practice and expresses their preference towards retaining the current approach that does not require vehicles to be registered into Council's system for the first 30 minutes of free parking under this bylaw.

Another submitter also raised concerns about the issue and suggested an increase in the number of parking kiosks to improve accessibility, as they see the current system as inconvenient. They state that people often have to walk far to activate their free 30 minutes of parking, making the process ineffective and not user-friendly.

Other submitters addressed the consultation process more generally and the validity of certain proposed changes to the Bylaw on legal grounds.

Officer Recommendation

Registration of the plate at the time of parking is required to determine the length of time the vehicle has been in the park.

Officers noted that Council is committed to ensuring that kiosks have clear messaging around the initial 30 minutes of free parking on metered parking areas. Council has noted the perceived confusion raised through consultation and will investigate this in an effort to make matters clearer for users.

It is worth noting that the submitters almost universally tried to identify fault with the free parking period allowed by Council. As noted in earlier papers to Council this was an initiative by Council upon introduction of the new parking meters which had not previously existed. It is open to Council to determine that the weight of the submissions suggest that this initiative is adding a layer of complexity that does not justify the benefits anticipated for users. Recommendation 6(f) has been included in the event that Council wishes to consider that option.

No change is recommended as a result of consultation other than those recommended above.

Over-80s Parking Exemptions and Payment Options

A submitter proposes extending the over-80s parking permits to include people with disabilities who travel by private vehicle and possess a Total Mobility Parking Permit, and a community service card. Additionally, they suggest improving the parking meter system by introducing a QR code sticker for prepaid parking, which can be scanned by parking wardens and creating the option for customers to prepay for parking in advance by visiting Council office or through Council website or the parking app. They suggest that this will eliminate the struggle that senior citizens and individuals not familiar with the parking kiosks face when registering their parking in the parking kiosk in a metered parking area.

A submitter suggests simplifying the parking payment system by removing the different "zones" and having just one "Paid Parking" option. They find the current system confusing and have noted the difficulty of its use amongst elderly citizens. They recommend making the system easier to understand by considering the needs of senior citizens. Another submitter also spoke to the same issue noting parking kiosks are difficult to use, especially in bad weather, and may be challenging for the senior citizens to operate.

Officer Recommendation

Officers note that people with disabilities are served through the total mobility scheme which is subsidised by New Zealand Transport Agency and which reduces the cost to disabled users for transport. Patrons can utilise Total Mobility providers providing this heavily discounted service. At this stage, the Government has not indicated further subsidy would be available.

In response to the inconvenience of using the parking kiosk raised, officers informed that the method for paying for parking meters has been simplified through the provision of the PAYMyPark App, which is available online and via cell phone. The app utilises licence plate numbers to individualise parking, this allows parking officers to have an accurate record of vehicles parked in the various zones.

No change is recommended as a result of consultation.

Free and Affordable Parking

Four submitters commented on having either free parking and/ or affordable parking around the CBD. One requested to make the parking on Forth Street (between Clyde Street and Nith Street) free again as it was heavily utilised as all-day free parking, and another requested free parking on Tay Street in front of the Southern Institute of Technology.

One requested to have affordable parking options in and around the CBD to facilitate the parking needs of general employees of businesses at the CBD. They suggest offering

discounted weekly parking passes for employees. This would support both workers and the local businesses.

Another submitter advocates for free parking, especially on weekends. They argue that parking fees, on top of shopping and fuel costs, are a burden and suggest free parking could increase inner city vibrancy.

Officer Recommendation

Council is working on its integrated transport strategy to ensure that parking modes and availabilities are congruent with the needs of users. There is a balance to be found between revenue and levels of service as Invercargill develops as a City.

In response to the suggestion made to have Forth Street and Tay Street, officers inform that the metered parking area at Forth Street and Tay are short-term parking which is not designed to be used for all-day parking purposes. These metered parking are intended to encourage parking turnover and make parking available as this turnover occurs during the day. Officers highlight that there are several alternative areas that provide free all-day parking within proximity to the CBD and Southern Institute of Technology.

Officers also note that Council's fees for parking are set to a level that recovers costs over the year. Free parking has been identified to encourage all-day parking in areas that are unsuited, such as City Centres and Retail hubs. These variables will be recognised and accounted for in Council's Integrated Transport strategy.

No changes are recommended following consultation.

After Hour Parking

A submitter expressed concern about the after-hour parking at Dee Street.

Delivery drivers often park with their hazard lights on, and some double park on both sides of the road, creating a risk to safe traffic movement. They suggest implementing a 10-minute parking restriction from 5 pm to 9 pm could help alleviate this issue and improve safety for drivers.

Officer Recommendation

Council's current activities on parking restrictions are in accordance with Council's enforcement strategies. This issue is currently outside of Council's hours of patrol. Council will investigate how this suggestion could work in a pragmatic manner as part of its Integrated Transport strategy

No changes are recommended following consultation.

Fire and Emergency New Zealand

Fire and Emergency New Zealand seeks the following amendments to be made to the proposed bylaw:

1. Replace 'Fire Service' with 'Fire and Emergency New Zealand' in the bylaw document.
2. Amend Clause (12 b) to provide for false fire alarms, medical events, motor vehicle events, and other emergencies.

3. Reinstatement of repealed Exemptions Clause as it exists in the 2022 Parking Control Bylaw.

Officer Recommendation

Officers agree with the recommendations made following consultation.

Other Issues

A submitter recommends removing all parking control regulations as they believe that the bylaw has satisfied its intended purpose of creation triggered by the parking demand of the past. They acknowledge the potential risk with their suggestion regarding the potential overexploitation of parking area. To negate this they suggest a mitigation measure by creating an infringement of \$1,000 if such exploitation is identified by Council. They also acknowledge that their recommendation may lead to the loss of revenues for Council but see it as being outweighed by the potential increase in inner-city vibrancy that can be potentially achieved through their recommendation.

Concerns regarding the parking of motorhomes on residential streets were raised by a submitter regarding the height of motorhomes that creates blind spots for vehicles exiting driveways. They requested this issue to be addressed in the proposed bylaw with clarity on the requirements on motorhomes.

One submitter wants to retain the current bylaw, another wants to change the bylaw to its full extent, and another supports the proposed amendments to the bylaw as it was presented for consultation and the current pricing structure.

Officer Recommendation

In response to the recommendation to replace all parking regulations with an infringement of \$1,000 to the over-exploited parking area, officers informed that the purpose of time-limited parking is to encourage turnover of vehicles in parking areas throughout the day. This will ensure that parking needs are met in a manner appropriate for the general public.

It is important to note that the Council administers vehicles that overstay on time-limited parking through its enforcement strategies and serves infringement notices for non-compliance in accordance with Council's Fees and Charges.

The issue raised regarding the parking of motorhomes in residential is a matter that is responded to through Council's Roadway and Traffic Bylaw 2022 which has a different scope of action than Council's proposed Parking Control Bylaw. Council will respond to this issue in accordance with its Council's Roadway and Traffic Bylaw 2022.

No changes are recommended following consultation.

Request For Service (RFS)

Council received two submissions that were 'Request For Service' requesting for the maintenance and proper functionality of metered parking kiosks. These have been shared with the officers to respond.

Feedback on the proposed disabled taxi parks trial proposal 2024-25

Council is proposing a trial during late 2024 or 2025 to convert several parking spaces to larger-sized taxi drop-off zones for the exclusive use of people with disabilities. These are proposed for the following four key locations:

1. 37 Gala St (outside Work and Income).
2. 50-54 Esk St (outside Whitcoulls Invercargill).
3. 30 Dee St (outside Speights Alehouse).
4. 89 Spey St (outside Needle Exchange SHRP).

This proposal was brought to Council by members of the Combined Disability Network and local taxi providers as the current disability parking spots have been identified as not fit for purpose for the function put forward in this proposal.

There is no change proposed to the Parking Control Bylaw at this time but if the proposed trial is successful this could require a further change in the future which may be done through amendments to the bylaw at the time of its statutory review. If this trial is successful and Council agrees with this proposal following ongoing public engagement feedback till 2025, making the change permanent would reduce the available metred parks by 8 within Invercargill City Centre.

Council received ten responses on the proposed disability taxi parks trial. Seven respondents support this proposal, one expressed concerns about the proposal but was not opposed to the idea and one expressed frustration about the lack of disability parking spaces and believes that the proposal is not a viable solution. One submitter recommends adding more disabled parking spots on Crescent, Dee Street, and Kelvin Street as they do not believe that the mobility taxi drop-offs are not a viable solution, as regular parking spaces are too small to accommodate their wheelchair needs.

The respondents who spoke in support of the proposal emphasised the importance of ensuring compliance following its potential implementation as they observed unauthorised parking on Council's disability parking spaces and did not envisage the potential reduction of metered parking as a major issue. One in particular emphasises the importance of undertaking this trial as it might create opportunities to understand what might work and incorporate flexibility to allow for easy adjustments or changes to the proposals as needed to better facilitate the intent of this proposal within the regulatory practicality under legislation. The results from this trial can be a learning opportunity for other Councils.

Three respondents (one via parking control bylaw submission) suggest that Esk Street be exclusively used for delivery parking.

National Public Health Service expressed its support for the proposal and advocated for accessible streets aimed to support a shift from private vehicles to more energy-efficient and healthy modes of transport like walking, cycling etc. Additionally, they endorse the trial for disabled taxi parks and hope it will eventually be incorporated into the parking bylaw.

One submitter is concerned about the limited number of car parks in Invercargill, arguing that allocating four parking spaces for taxis is excessive given the small number of taxis, especially mobility taxis, in the area.

Schedule of Hearings

Tuesday 9 July 2024 – Parking Control Bylaw Hearings

Hearing	Sub #	Topic	Name	Time
4	020	Parking Control Bylaw	Melvin Butler	1:30 pm
5	009 and 004	Parking Control Bylaw and Proposed Taxi Park Trial	Tracy Peters	1:40 pm
6	006	Proposed Taxi Park Trial	Melanie Magowan	1:50 pm

Next Steps

The final draft of the bylaw will be brought to the July Council meeting for adoption.

Attachments

- Attachment 1 - Summary of Submissions (A5388005).
- Attachment 2 - Draft Parking Control Bylaw incorporating recommendations presented in this report (A5439746).
- Attachment 3 - Feedback on the disabled taxi parks trial proposal 2024-25 (A5441906).
- Attachment 4 – Submissions in full:
 - 4.1 To be Heard:
 - Submission 20 – Parking Control Bylaw 2024 Submission – Melvin Butler (A5434377).
 - Submission 9 - Parking Bylaw Submission 2024 - Tracy Peters (A5425319).
 - Submission 4 - Disability Taxi Trial Proposal - Tracy Peters (A5425353).
 - Submission 6 - Disability Taxi Trial Proposal - Melanie Magowan (A5427974).
 - 4.2 To Not be Heard - Parking Control Bylaw 2024 Submissions:
 - Submission 1 - Parking Control Bylaw 2024 - Luke Tempelaars (A5395147).
 - Submission 2 - Parking Control Bylaw 2024 - Wayne Leary (A5395159).
 - Submission 3 - Parking Control Bylaw 2024 - Robert Boekhout (A5395169).
 - Submission 4 - Parking Control Bylaw 2024 - Sarah (A5395180).
 - Submission 5 - Parking Control Bylaw 2024 - Matthew Brown (A5427958).
 - Submission 6 - Parking Control Bylaw 2024 - Ben Finn (A5425306).
 - Submission 7 - Parking Control Bylaw 2024 - William Newman (A5425310).

- Submission 8 - Parking Control Bylaw 2024 - Diana van Buren Lantz (A5427962).
- Submission 10 - Parking Control Bylaw 2024 - Anonymous (A5427960).
- Submission 11 - Parking Control Bylaw 2024 - Jarrod (A5427966).
- Submission 12 - Parking Control Bylaw 2024 - Tiffany (A5427964).
- Submission 13 - Parking Control Bylaw 2024 - Lianne Kooiman (A5428192).
- Submission 14 - Parking Control Bylaw 2024 - Rachel (A5428188).
- Submission 15 - Parking Control Bylaw 2024 - Melissa Todd (A5428186).
- Submission 16 - Parking Control Bylaw 2024 - Morgan (A5428190).
- Submission 17 - Parking Control Bylaw 2024 - Vanessa (A5434379).
- Submission 18 - Parking Control Bylaw 2024 - Mickey Mouse (A5434381).
- Submission 19 - Parking Control Bylaw 2024 - Michele and Chris Harvey (A5434385).
- Submission 21 - Parking Control Bylaw 2024 - M Edgar (A5434375).
- Submission 22 - Parking Control Bylaw 2024 - Mel (A5434383).
- Submission 23 - Parking Control Bylaw 2024 - Louisa Armstrong (FENZ) (A5432487).

4.3 To not be Heard - Disability Taxi Trial proposal 2024 – 2025:

- Submission 1 - Disability Taxi Trial Proposal - Des Collins (A5402331).
- Submission 2 - Disability Taxi Trial Proposal - Blake Prattley (A5406964).
- Submission 3 - Disability Taxi Trial Proposal - Alison McLellan (A5406960).
- Submission 5 - Disability Taxi Trial Proposal - Darren May (A5422854).
- Submission 7 - Disability Taxi Trial Proposal - Laura Pope (A5433269).
- Submission 8 - Disability Taxi Trial Proposal - Douglas Lindsay (A5433271).
- Submission 9 - Disability Taxi Trial Proposal - M Edgar (A5433270).
- Submission 10 - Disability Taxi Trial Proposal - Carolyn Weston (A5434489).

Hearings for the Parking Control Bylaw 2024 - Parking Control Bylaw Hearings and Deliberations (A5408685)

A5388005

Submission No.	Full Name	Organization	Do you support the changes to the Parking Control Bylaw?	What is your submission on the parking control bylaw?	Proposed Disabled Taxi Parks Total	Do you want to stay up to date on other Council consultation and engagement?	Submission Summary	Officer Response (if required)
001	Luke Temponaro		No	No Changes to the Bylaw		No	No Changes to the Bylaw	
002	Wayne Leary		Yes, but with amendments	The submission advocates eliminating of parking control measures except for one district. It suggests that those who abuse the system by parking outside their own business for extended periods. They believe that free parking will attract more customers and visitors to the city centre, ensuring its survival and encouraging occupancy of vacant sites. Despite concerns about lost revenue, the submitter argues that the benefits of a vibrant, active city centre outweigh the drawbacks, and current parking bylaws are outdated and need revision.		Yes	Supports the changes proposed with amendments. They are requesting their details for parking when they're staying for less than 30 minutes of free parking defaults the purpose, as 12 minutes are spent entering details. It suggests keeping the first 30 minutes free and enforcing parking rules afterwards without requiring meter activation. They believe Council may have overlooked this issue when implementing new smart meters. If occupancy sensors are needed, the council must address them. The submission urges Council to respect the original intent of the free parking period.	The purpose of time-limited parking is to encourage turnover of vehicles in spaces. This provides for more users, particularly in retail areas. Council controls vehicles that overstay on time-limited parking through our enforcement strategies.
003	Robert Boehlhouf		Yes, but with amendments	The submission argues that requiring vehicle registration for the first 30 minutes of free parking defeats the purpose, as 12 minutes are spent entering details. It suggests keeping the first 30 minutes free and enforcing parking rules afterwards without requiring meter activation. They believe Council may have overlooked this issue when implementing new smart meters. If occupancy sensors are needed, the council must address them. The submission urges Council to respect the original intent of the free parking period.		No	The submission argues that requiring vehicle registration for the first 30 minutes of free parking defeats the purpose, as 12 minutes are spent entering details. It suggests keeping the first 30 minutes free and enforcing parking rules afterwards without requiring meter activation. They believe Council may have overlooked this issue when implementing new smart meters. If occupancy sensors are needed, the council must address them. The submission urges Council to respect the original intent of the free parking period.	Registration of the plate at the time of parking is required in order to determine the length of time the vehicle has been in the park. No change is recommended as a result of consultation.
004	Sarah		Yes, but with amendments	Suggested changing the whole bylaw		No	Suggested changing the whole bylaw	
005	Matthew Brown		Yes, but with amendments	The submitter is urging for the parking meters to be fixed to ensure they work 100% of the time. They have encountered multiple issues, such as meters being out of service, turned off, or not accepting their plate number. They express frustration over potentially being ticketed due to these faults. Additionally, they suggest allowing users to log out of the system so they can use their remaining free parking time elsewhere in the city on the same day.		No	The submitter is urging for the parking meters to be fixed to ensure they work 100% of the time. They have encountered multiple issues, such as meters being out of service, turned off, or not accepting their plate number. They express frustration over potentially being ticketed due to these faults. Additionally, they suggest allowing users to log out of the system so they can use their remaining free parking time elsewhere in the city on the same day.	
006	Ian Finn		No	The submitter argues that requiring people to spend up to 5 minutes registering their details for parking when they're staying for less than 30 minutes is unnecessary and inefficient. Since the parking is free, they believe there is no need for registration, as it only causes delays.		Yes	The submitter argues that requiring people to spend up to 5 minutes registering their details for parking when they're staying for less than 30 minutes is unnecessary and inefficient. Since the parking is free, they believe there is no need for registration, as it only causes delays.	Registration of the plate at the time of parking is required in order to determine the length of time the vehicle has been in the park. No change is recommended as a result of consultation.
007	William Newman		No			Yes		
008	Sarah van Buren-Lantz		Yes, but with amendments	The submitter describes a frustrating experience with a parking meter during the Burf Manor challenge. Despite repeatedly trying to log their plate, the meter failed to work, and they received a parking ticket. They couldn't use another meter due to a disability and were told they should have used a mobile app, which they find discriminatory, especially towards elderly people without mobile phones. They argue that it's unfair to force people to use an app and that everyone carries a mobile phone, nor should they be penalized for it.		Yes	The submitter describes a frustrating experience with a parking meter during the Burf Manor challenge. Despite repeatedly trying to log their plate, the meter failed to work, and they received a parking ticket. They couldn't use another meter due to a disability and were told they should have used a mobile app, which they find discriminatory, especially towards elderly people without mobile phones. They argue that it's unfair to force people to use an app and that everyone carries a mobile phone, nor should they be penalized for it.	
009	Tracy Pates		Yes, but with amendments	The submitter proposes extending the over-80s parking permit to include vehicles that are not privately owned but used for private vehicle and possess a Total Mobility Parking Permit and a community service card. Additionally, they suggest improving the parking meter system by introducing a QR code sticker for prepaid parking, which can be scanned by parking wardens. This system would allow customers to pre-load or reload parking time through the iCC, office, or an app, eliminating the need to use parking machines. The submitter also wishes to discuss these proposals in person.	The submitter encourages proceeding with the trial, emphasizing the importance of discovering what might work and incorporating flexibility to allow for easy adjustments as needed. They advocate for a proactive and practical approach.	Yes	The submitter proposes extending the over-80s parking permit to include vehicles that are not privately owned but used for private vehicle and possess a Total Mobility Parking Permit and a community service card. Additionally, they suggest improving the parking meter system by introducing a QR code sticker for prepaid parking, which can be scanned by parking wardens. This system would allow customers to pre-load or reload parking time through the iCC, office, or an app, eliminating the need to use parking machines. The submitter also wishes to discuss these proposals in person.	People with disabilities are served through the total mobility scheme which is subsidised by NTA and reduces the cost to disabled users for transport. Patrons can utilize Total Mobility providers providing the heavily discounted service. At this stage, the Government has not allocated further subsidy would be available. The method for paying for parking meters has been simplified through the provision of the PAYMYPark App, available online and via call phone. The app utilises licence plate numbers to individualise parking. This allows parking officers to have an accurate record of vehicles parked in the various zones.
010	Sarah		No			No		
011	Janod		Yes, but with amendments	The submitter is concerned about the parking situation on Dee Street from 5pm to 10pm. They mention that delivery drivers often park with their lights on, and double park on both sides of the road, creating a dangerous situation. The submitter suggests that implementing 15-minute parking restrictions from 5pm to 9pm could help alleviate this issue and improve safety for drivers.		No	The submitter is concerned about the parking situation on Dee Street from 5pm to 10pm. They mention that delivery drivers often park with their lights on, and other double park on both sides of the road, creating a dangerous situation. The submitter suggests that implementing 15-minute parking restrictions from 5pm to 9pm could help alleviate this issue and improve safety for drivers.	These issues are outside of our hours of patrol, this would need to be considered as part of a wider integrated transport strategy. Parking restrictions are included within enforcement strategies. Council will investigate how the suggestion could work in a pragmatic manner. There is also an element of enforcement linked with this issue.
012	Rifany		Yes, but with amendments	The submitter suggests simplifying the parking payment system by removing the different "zones" and having just one "Paid Parking" option. They find the current system confusing, especially when using the app after leaving their car. The submitter notes that many older community members, particularly on Don Street, are confused about which zone to pay for. They recommend making the system easier to understand by considering the needs of the oldest community members.		Yes	The submitter suggests simplifying the parking payment system by removing the different "zones" and having just one "Paid Parking" option. They find the current system confusing, especially when using the app after leaving their car. The submitter notes that many older community members, particularly on Don Street, are confused about which zone to pay for. They recommend making the system easier to understand by considering the needs of the oldest community members.	
013	Janne Koolman		No	The submitter is requesting that parking on both Third Street (between Clyde Street and Hill Street) be made free again. They argue that when parking was free, it was heavily used by people working in town. Now that fees have been introduced, the area is rarely used, as people prefer to find free parking elsewhere. This results in a less safe situation where the city doesn't earn parking fees, and people are inconvenienced by having to find alternative free parking.		No	The submitter is requesting that parking on both Third Street (between Clyde Street and Hill Street) be made free again.	Shorter-term metered parking to ensure that areas deemed unsuitable for all-day parking are available for short-term users. There are a number of alternatives for free all-day parking within close proximity to the city centre. There are also options for all-day paid parking closer to the city centre.
014	Rachel		Yes, but with amendments	The submitter is requesting affordable parking options for workers outside the immediate CBD area to improve public transport. They agree that parking shouldn't be free in the CBD to avoid workers occupying spots meant for shoppers, but suggest offering discounted weekly parking passes for workers. This would support both workers and the local shopping ecosystem.		No	The submitter is requesting affordable parking options for workers outside the immediate CBD area to improve public transport.	Council will be reviewing parking strategies to ensure that parking modes and availability are congruent with the needs of users. There is a balance to be found between revenue and levels of service as Invercargill develops as a city.
015	Mellisa Todd		Yes, but with amendments	The submitter requests making East Street exclusive for disabled parking and courier/delivery.		No	The submitter requests making East Street exclusive for disabled parking and courier/delivery.	
016	Morgan		Yes, but with amendments	The submitter requests that parking on 1st Street in front of SIF buildings should be extended. There is not enough parking for students elsewhere and many classes go longer than the current 90 minutes.		No	The submitter requests that parking on 1st Street in front of SIF buildings should be extended. There is not enough parking for students elsewhere and many classes go longer than the current 90 minutes.	There are a number of free parking spaces in the proximity of SIF. 1st Street parking is short-term / metered to encourage turn over and make parking available as the turnover occurs during the day.
017	Vanessa		No	The submitter is advocating for free parking, especially during weekends, due to the cost of living crisis. They argue that people cannot afford the combined expenses of shopping, fuel, and parking. Free weekend parking could boost foot traffic in city malls and overall enjoyment of the city. Additionally, they highlight that the new parking machines are difficult to use, especially in bad weather, and may be challenging for the elderly to operate.		No	The submitter advocates for free parking, especially on weekends, due to the cost of living crisis. They argue that parking fees, on top of shopping and fuel costs, are a burden. Free parking could increase city vibrancy. They also mention that new parking machines are hard to use, especially for the elderly and in bad weather.	Council's fees for parking are set to a level that recovers costs over the year. Free parking has been shown to encourage all-day parking in areas that are unsuitable, such as City Centre and retail hubs. It is important to recognise parking strategies as containing a number of competing variables, and Council maintains these in a balanced manner.
018	Mickey Mouse		No			No		
019	Hachette & Chris Harvey		Yes, but with amendments	The submitter is requesting a review of the rules regarding the permanent parking of motorhomes outside residential properties. They argue that these vehicles, due to their height, create blind spots and bottlenecks on residential streets, posing significant safety risks. They cite personal experiences of near misses caused by a neighbor's motorhome and express concerns about the legal height requirements. The submitter suggests that reviewing this their driveway is not a viable solution due to obstructed vision from the parked motorhome. They advocate for clearer bylaws to ensure public safety, noting that most motorhome owners responsibly store their vehicles in paid facilities or on their own properties. The submitter urges the council to review and possibly align local traffic bylaws with those of other councils in the country.		Yes	The submitter requests changes to rules about permanently parked motorhomes outside residential properties. They argue that these vehicles create blind spots and bottlenecks, posing safety risks, and citing near misses due to a neighbor's motorhome. They believe reversing into their driveway is unsafe due to obstructed vision. The submitter calls for clearer bylaws to ensure public safety, noting that most motorhome owners store their vehicles responsibly. They urge the council to review local bylaws and align them with those of other councils.	
020	Melvin Butler		No	The submitter questions the consultation process undertaken by Council for compliance with the Local Government Act. The submitter questions the legality of certain requirements of the proposed changes, particularly those that relate to the period of free parking. The submitter does approve the passing of the Bylaw of all.		No	The submitter questions the consultation process undertaken by Council for compliance with the Local Government Act. The submitter questions the legality of certain requirements of the proposed changes, particularly those that relate to the period of free parking. The submitter does approve the passing of the Bylaw of all.	Legal points are noted and some changes to drafting to reflect some points raised recommended.
021	M Edger		Yes	The submitter supports the proposed amendments and the current parking structure.		No	The submitter supports the proposed amendments and the current parking structure.	
022	Mai		No	The submitter is confused about the proposed parking control bylaw changes, as the Facebook question asked for feedback on current parking rules. They suggest increasing the number of kiosks to make them more accessible, similar to parking meters, as the current system is inconvenient. People often have to walk far to activate their free 30 minutes of parking, making the process inefficient and frustrating. The poor signage adds to the confusion, making it difficult to determine if a spot is a paid park. This inconvenience influences their decision to choose Gore over Invercargill for easier parking.		No	The submitter is confused about the proposed parking control bylaw changes, as the Facebook question asked for feedback on current parking rules. They suggest increasing the number of kiosks to make them more accessible, similar to parking meters, as the current system is inconvenient. People often have to walk far to activate their free 30 minutes of parking, making the process inefficient and frustrating. The poor signage adds to the confusion, making it difficult to determine if a spot is a paid park. This inconvenience influences their decision to choose Gore over Invercargill for easier parking.	Council has committed to ensuring that kiosks have clear messaging around the first 30 minutes of free parking. Council has noted the perceived confusion and will investigate this in an effort to make clearer Kiosks for users.
023	Louisa Armstrong	Fire and Emergency	Yes, but with amendments				Fire and Emergency seek the following decision from Council (a) Replace 'Fire Service' with 'Fire and Emergency New Zealand' in the below documents. (b) Amend Clause 12(a) to provide for fire drills, alarms, medical events, motor vehicle events, and other emergencies. (c) Reiterate repealed Exemptions Clause as it exists in the 2022 Parking Control Bylaw.	Agree with the recommendations
Info Submissions								
Nil								

A5439746

Invercargill City Council

Parking Control Bylaw

Draft for consultation

2024

2024 DRAFT FOR CONSULTATION



INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

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INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

This Bylaw of the Invercargill City Council is made pursuant to sections 22AB-22AF of the Land Transport Act 1998 and Part 8 of the Local Government Act 2002.

1. SHORT TITLE AND COMMENCEMENT

- 1.1. This Bylaw shall be known as “The Invercargill City Council – Parking Control Bylaw 2024” and is made for the effective control and regulation of activities that may have an adverse effect on other users of public places or that might affect the wellbeing or enjoyment of residents.
- 1.2. This Bylaw shall come into force on **xxxx** 2024.

2. OBJECT OF BYLAW

- 2.1. The Bylaw is made primarily under the authority of Section 22AB of the Land Transport Act 1998 and the provisions of the Local Government Act 2002.
- 2.2. The primary purpose of this Bylaw is to control parking activities and ensure parking is enforced to protect and enhance the safety and enjoyment of the public, while providing a clear understanding of the use of roads and public walkways as well as parking restrictions.
- 2.3. For State Highway areas, this Bylaw is made by the Council under Section 22AB of the Land Transport Act 1998 pursuant to an Instrument of Delegation made by the New Zealand Transport Agency Waka Kotahi dated 30 April 2021 in respect of the Transport Agency’s power of control of parking and stationary vehicle offences on areas of State Highways in Invercargill District.

3. REPEAL

- 3.1 The Invercargill City Council Parking Control Bylaw 2022, is hereby repealed from the day this Bylaw comes into force.

4. DEFINITIONS AND INTERPRETATIONS

- 4.1 In this Bylaw, unless inconsistent with the context:

Act means the Land Transport Act 1998 and the regulations and the rules under that Act.

Authorised Vehicle means vehicles holding an Authorised Vehicle Permit which allows them to park as an authorised vehicle.

Authorised Vehicle Crossing means an approved vehicle access to road fronted property (e.g. a driveway).

Authorised Vehicle Parking Area means any road or portion of a road or any area of land or any building owned or controlled by the Council which is authorised by Council and marked to be used as a parking space and at which may include spaces where parking machines are installed and maintained or at which Authorised Vehicle Permits issued by the Council.

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Authorised Vehicle Permit means a permit granted by Council to allow the permit holder to Park as an Authorised Vehicle as specified in the permit. Section 11 outlines where to apply for a permit.

Bus Stop means a space owned and controlled by the Council (including within a building and any area of land laid out for parking) marked for the exclusive use of a bus (as defined in the Land Transport (Road User) Rules 2004) to stop, stand or Park.

Class of Vehicle means groupings of vehicles defined by reference to any common feature and includes –

- a) vehicles by type, description, weight, size or dimension;
- b) vehicles carrying specified classes of load by the mass, size or nature of such loads;
- c) vehicles carrying no fewer or less than a specified number of occupants;
- d) vehicles used for specified purposes;
- e) vehicles driven by specified classes of persons;
- f) carpool and shared vehicle; and
- g) vehicles displaying a permit authorised by the Council.

Council means the Invercargill City Council and includes any officer authorised to exercise the authority of the Council.

Council Vehicle means a marked Invercargill City Council Vehicle.

Cycle Lane means a Road or part of a Road laid out and marked for the exclusive use of cyclists.

Driver of a Vehicle includes any person in charge of the vehicle.

Footpath means a path or way laid out or existing on any part of a Road primarily designed for and used by pedestrians, and includes any part of a vehicle crossing or temporary crossing laid out or constructed over a footpath.

Heavy Motor Vehicle means a Vehicle (other than a motor car that is not used, kept or available for the carriage of passengers for hire or reward) having a gross laden weight exceeding 3,500 kg.

Maximum Period means the maximum amount of time a vehicle is allowed to be parked in a parking space regardless of whether or not a fee has been paid to allow the vehicle to park in that parking space.

Metered Parking Area means any Road or part of a Road or any area of land or any building owned or controlled by the Council which is authorised by Council and marked to be used as a Parking Space and at or around which Parking Machines are installed and maintained to control parking. Further, the Metered Parking Areas are identified in maps attached to this bylaw.

Mobility Parking Area means any marked Parking Space on a Road for the exclusive use of a disabled person who has on display in the vehicle a current approved Mobility Parking Permit.

Mobility Parking Permit means a current Mobility Parking Permit issued by the Council or by an organisation authorised by Council.

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No Stopping Lines means lines marked on the Road in yellow dashed (typically one metre long) layout identifying where Parking or stopping is prohibited at all times.

Park / Parked / Parking means the stopping or standing of a vehicle (other than a vehicle picking up or setting down passengers in a loading zone or reserved parking area, and entitled to do so) on that portion of the Road.

Parking App means an internet-based application used by the Council and designed for the purpose of controlling and/or charging for the use of parking spaces in a Metered Parking Area or Authorised Vehicle Parking Area. The Parking App used by the Council will be set out on the Council's website.

Parking Area means any of the following:

- Metered Parking Area;
- Mobility Parking Area;
- Time Restricted Parking Area; or
- Authorised Vehicle Parking Area.

Parking Machine (Kiosk) means a parking meter or other device (including any stand to which the parking machine is attached including any underground or over ground monitor) installed under this Bylaw and designed for the purpose of controlling and charging for the use of Parking Spaces in a Metered Parking Area.

Parking Officer means a person appointed by the Council to be a Parking Warden under Section 128D of the Land Transport Act 1998 or a Police Officer.

Parking Payment System – the app, parking machine (kiosk) and web-based system (for example QR code) for parking payment.

Parking Signage means a Sign which provides Drivers with information about Parking in accordance with the Land Transport Rule: Traffic Control Devices 2004.

Parking Space means a space (including within a building and any area of land laid out for parking) where Vehicles, or any class of vehicles may stop, stand or Park.

Parking Zone means a zone within the Metered Parking Area where a payment pricing approach is defined. The Metered Parking Area may have many zones which have different charging rates.

Resolution means a decision of Council made in accordance with its powers, and publicly notified, which creates a duty, obligation, responsibility, or requirement on any person related to parking control. Council will solely determine the extent of any consultation and who is an affected party.

Road includes a reference to any part of a road within the Council District area (including State Highways) and includes –

- a) A street, road, or service lane;
- b) A State Highway (parts of SH 1, 6, 98 and 99);
- c) A beach;
- d) A reserve area (under the Reserves Act) constructed for use as a road; and
- e) A place to which the public have access, whether as of right or not;
- f) All bridges, culverts, ferries, and fords forming part of a road or street or a place referred to in paragraph (c); and
- g) All sites at which vehicles may be weighed for the purposes of the Land

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Transport Act 1998 or any other enactment or this Bylaw.

Road Margin includes any uncultivated margin of a road adjacent to but not forming part of either the roadway or the Footpath (if any).

Roadway has the same meaning as in the Land Transport (Road User) Rule 2004, namely, roadway means that portion of the road used or reasonably usable for the time being for vehicular traffic in general.

Shared Footpath/Cycleway means an area of Road exclusively laid out and marked for the use of pedestrians and cyclists in a shared manner.

Sign means any name, figure, image, character, outline, spectacle, display, delineation, announcement, poster, handling, advertising device or appliance, or any other thing of a similar advertising nature.

State Highway has the same meaning as in Section 5 of the Land Transport Management Act 2003.

Traffic Control Device includes any Sign, signal, notice, traffic calming device or marking or road surface treatment used on a Road for the purpose of traffic control.

Time Restricted Parking Area means any Road or portion of a Road or any area of land or any building owned or controlled by the Council which is authorised by Council and marked to be used as a time restricted Parking Space.

Traffic means road users of any type and includes pedestrians, Vehicles and driven or ridden animals.

Waka Kotahi means New Zealand Transport Agency Waka Kotahi.

Urban Road means a Road running through or adjacent to an area with speed limits 60 km/h or less, with or without kerb and channel and / or Footpaths.

Vehicle means a contrivance equipped with wheels, tracks, or revolving runners on which it moves or is moved, and includes a bicycle, motorbike, hovercraft, a skateboard, in-line skates, and roller skates, e-scooter or similar recreational wheeled devices, but does not include:

- a) A perambulator or pushchair,
- b) A shopping or sporting trundler not propelled by mechanical power,
- c) A wheelbarrow or hand-trolley,
- d) A pedestrian-controlled lawnmower,
- e) A pedestrian-controlled agricultural machine not propelled by mechanical power,
- f) An article of furniture,
- g) A wheelchair not propelled by mechanical power,
- h) Any other contrivance specified by the rules not to be a vehicle for the purposes of this definition, or
- i) Any rail vehicle.

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- 4.2 Any undefined words, phrases or expressions used in this Bylaw have the same meaning as in the Act unless the context plainly requires a different meaning.
- 4.3 The Legislation Act 2019 applies to the interpretation of this Bylaw.

5. RESOLUTIONS AND RESTRICTIONS

- 5.1. The Council by Resolution may:
- a) Declare any part of a Road, or any piece of land, or building owned or under control of the Council, to be a Metered Parking Area, a Time Restricted Parking Area, a Mobility Parking Area or an Authorised Vehicle Parking Area.
 - b) Prohibit a specified class or classes of Vehicles from using any of the Parking Areas in (a) above or any specified Parking Spaces.
 - c) Set the days and hours of operation, the maximum time allowed for Parking in any type of Parking Area or Parking Space and restrict the hours of availability for parking in any Parking Area or Parking Space.
 - d) Set the fees payable through the Fees and Charges Schedule for the Parking of Vehicles in any Metered Parking Area specified in (a) above and prescribe the method of payment for those fees either via the parking system, including a parking machine (kiosk), parking app or other methods specified by Council in its conditions for payment.
 - e) Regulate, control or prohibit any matter or thing generally, or for any specific classes of case, or in a particular case.
- 5.2. Council may by Resolution prohibit or restrict the stopping, standing or Parking of Vehicles on any Roads; or limit the stopping, standing or Parking of Vehicles on any Road and Vehicles of any specified class or description.
- 5.3. A person must not stop, stand or Park a Vehicle on any Road in contravention of a prohibition, restriction or limitation made by Council.
- 5.4. No person shall repair, alter or add to a Vehicle in the course of trade while the vehicle is on the Road, unless necessary to enable the Vehicle to be removed from the Road.
- 5.5. No person may Park or place any machinery, equipment, materials, waste disposal bins or freight containers on any Road or public place except with the prior permission of the Council and in accordance with any conditions that may be required. This clause does not apply to containers that are used solely for the purpose of domestic refuse or recycling as authorised by the Council and placed off the Roadway.
- 5.6. No person shall Park any Vehicle in a Parking Space already occupied by another Vehicle except that up to three motorcycles or mopeds (but no other vehicle) may occupy any Parking Space at the same time.
- 5.7. Any words, phrases or expressions used in this Bylaw which have meanings assigned to them by the Local Government Act 1974, the Land Transport Act 1998, and Rules made under the Land Transport Act 1998 or any amendments thereof, shall have the meanings as are respectively assigned in those Acts/Rules, unless those meanings would be inconsistent with, the context otherwise requires, or a different definition is given in clause 4.1
- 5.8. Any resolution may from time to time be amended or rescinded by a further resolution of Council.

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6. METERED PARKING AREAS

- 6.1. The Council may from time to time, create, provide for, and regulate the operation, maintenance, control, protection, use or discontinuance of Metered Parking Areas.
- 6.2. Parking Machines (Kiosks) shall be located within the Metered Parking Areas that they are to control. Refer to *Schedule 1* for a list of Metered Parking Areas.
- 6.3. All Drivers who Park a Vehicle in a Metered Parking Area must at the time of Parking, register the vehicle's registration plate at a Parking Machine or through a Parking App. The registration of the Vehicle's registration plate, at the time of Parking, is a condition of Parking in a Metered Parking Area regardless of whether payment is required for the period the Vehicle is Parked.
- 6.4. The Council may prescribe a fee to be paid for use of a Parking Space in a Metered Parking Area. The fee may be different for different Metered Parking Areas.
- 6.5. If a fee is required to Park in a Metered Parking Area the driver or person in charge of the vehicle parking in a Metered Parking Area must pay the fee immediately at a Parking Machine or through a Parking App or following the instructions via the QR code.
- 6.6. Payment is to be made in accordance with the instructions in the Parking Payment System, including on the Parking Machine (kiosk), the instructions on the Parking App or via the QR code. Parking Machines will not issue a receipt. Receipts are obtainable online.
- 6.7. Payment for a parking space must be made for the whole time that the Vehicle is parked. Additional payment must be made if the Vehicle is to remain Parked beyond the original time paid for. The additional payment must be made prior to the expiry of the original time.
- 6.8. More than one motorcycle may occupy a Parking Space. All motorcycles within the parking space must comply with clauses 6.3 to 6.7 above.
- 6.9. Parking spaces in a Metered Parking Area shall be indicated by white lines painted on the Road in accordance with the Land Transport Rule: Traffic Control Devices 2004.
- 6.10. Metered Parking Areas shall be indicated by parking signage.

7. MOBILITY PARKING

- 7.1. The Council may reserve any part of a Road as a Mobility Parking Area for use only by any disabled person as defined in Section 2 of the Disabled Persons Community Welfare Act 1975, whether that person is a passenger in, or the Driver of the Vehicle. Parking Spaces will have Parking Signage with the Maximum Period of time for use which includes any additional allowance.

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- 7.2. A vehicle may park in a Mobility Parking Area only if the vehicle is displaying a Mobility Parking Permit.
- 7.3. A Mobility Parking Permit must be prominently displayed at the front of any vehicle parked in a Mobility Parking Area in a manner which will allow the permit to be seen by a Parking Officer from outside the vehicle.
- 7.4. No person may display a Mobility Parking Permit on a Vehicle if the Vehicle is not being used by the holder of the Mobility Parking Permit as either driver or passenger. The mobility permit holder must comply with all conditions of use of the Mobility Permit.

8. PARKING PLACES RESERVED

- 8.1. The Council may reserve any part of a Road as a Parking Space, either generally or at specified times, for use only by members of a specified class of persons (including, but not limited to, the judiciary, diplomatic corps and medical practitioners). Parking Signage will be visible.
- 8.2. The Council may on application, including any person residing in the vicinity of a Parking Space, grant an Authorised Vehicle Permit to that person entitling that person the sole right to Park a Vehicle in that Parking Space during such period, and on such conditions, as the Council may determine.

9. BUS STOPS

- 9.1 Council authorises bus stops throughout the Invercargill District. All authorised bus stops have a white and red Sign to identify it is a bus stop.
- 9.2 Bus stops are considered operational at all times (24 hours a day, seven days a week) unless there is specific Signage on a bus stop stating otherwise.
- 9.3 If there are road markings indicating the Bus Stop, as defined in the Land Transport rules, other vehicles are not permitted to Park within the marked lines. If there is a Bus Stop Sign and no Road markings, as defined in the Land Transport Rule, then Parking is not permitted within six metres before or after the Bus Stop Sign.

10. METHOD OF PARKING

- 10.1. No Driver shall Park any Vehicle in a Parking Space, except as permitted by the provisions of this Bylaw.
- 10.2. No Driver shall Park a Vehicle in a Parking Space so that any part of that Vehicle extends beyond any line defining that Parking Space.
- 10.3. No Driver shall park a Vehicle in a direction other than that directed by signs erected to control the direction of entry to those Parking Spaces.
- 10.4. No Driver shall Park a Vehicle on or overhanging a Footpath.
- 10.5. No Driver or person in charge of any Vehicle shall stop, stand or Park a Vehicle, outside the extremities of any Parking Space unless the vehicle by Virtue of its size cannot be

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contained in one Parking Space. In that case only one Parking Space needs to be paid for, however, the Vehicle must be Parked within the lines of two or more connected spaces as if they were combined to make one space.

- 10.6. The Council may prescribe a Maximum Period for any Parking Space within its control or operation. The maximum time restricted parking areas have Parking Signs.
- 10.7. No Driver shall allow a Vehicle to occupy a Parking Space for longer than the Maximum Period allowed for Parking in the Parking Space occupied. This requirement shall apply equally to all Parking Areas.
- 10.8. No Driver or person in charge of any vehicle shall drive a Vehicle in any Parking Area contrary to the direction of travel prescribed by the Council and shown by marks on the surface or other indications.
- 10.9. No Driver or person in charge of any motorcycle or moped, shall Park closer than 1 metre from the front and/or rear of a Parking Space.

11. AUTHORISED VEHICLES

- 11.1. Vehicles where authorised may park within metered parking areas and time restricted parking areas without time restriction or payment required. This is to allow the working requirements of these vehicles to be undertaken, for example emergency vehicles and diplomatic activities.
- 11.2. Rules on parking on planted areas, footpaths, medians, traffic islands and service lanes (13) and standing vehicles on roads (14) still apply.
- 11.3. Council may issue Authorised Vehicle Permits. Applications for Authorised Vehicle Permits must be made through the Authorised Vehicle Application Form available on the website and Te Hnaki – Civic Building. Authorised Vehicle Permits will be issued at the sole discretion of the Council.
- 11.4. Authorised vehicles must display their permit. Authorised Vehicle Permits enable parking in the areas and locations identified in the permit. If the permit is not displayed the Council reserves their right to undertake enforcement actions as under offences.

12. EXEMPT VEHICLES

- 12.1 The Driver or person in charge of any of the following Vehicles may Park free of charge in any Parking Space:
 - a) A Vehicle used as an ambulance and which is at the time being used on urgent ambulance service;
 - b) A Vehicle used by Fire and Emergency New Zealand for attendance at fires, and which is at the time attending a fire or responding to a fire alarm, medical events, motor vehicle events, and/ or other emergencies;
 - c) A Vehicle used by the police service and which is at the time being used for urgent police business;
 - d) A Vehicle used by a medical practitioner and at the time being used on urgent medical service; or
 - e) A Council Vehicle used by any officer engaged in work for the Council.

INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

13. PARKING ON PLANTED AREAS, FOOTPATHS, MEDIANS, TRAFFIC ISLANDS AND SERVICE LANES

- 13.1. Subject to Clause 13.2, no Driver shall stop, stand or Park a Vehicle on that part of the Road which is:
- a) A Service Lane or Right of Way (unless a Parking Space is marked by appropriate Signage);
 - b) A Footpath;
 - c) A grass plot;
 - d) A flower bed;
 - e) Shrubbery; or
 - f) In respect of an Urban Road only, the Road Margin.
- 13.2. A Driver may stop, stand, or Park a Vehicle in contravention of clause 13.1(b) to (f) if:
- a) The Vehicle is stopped or standing on an Authorised Vehicle Crossing and not impeding pedestrians on the Footpath and any part of the Vehicle does not extend over the kerb; or
 - b) Council has indicated by Signage that vehicles may stop, stand or Park in that location; or
 - c) That person has obtained the prior written permission of the Council to stop, stand or Park a vehicle in that location.
 - d) A Driver may stop, stand or park a bicycle, wheelchair, mobility device, or wheeled recreational device on a Footpath, grass plot, or Road Margin if so doing does not endanger or unreasonably obstruct any other user of the Footpath, grass plot or Road Margin.

14. STANDING VEHICLES ON ROADS

- 14.1. No Driver is permitted to stop, stand or Park a Vehicle on a Road in such a way that it causes an obstruction or nuisance. An obstruction can include a Vehicle Parked on a Road when Council has advised it will be undertaking planned Road maintenance works. A Vehicle is also deemed to be an obstruction if it is Parked on a Road and not moved for a period in excess of fourteen (14) continuous days.
- 14.2. No Driver shall, without the prior written permission of the Council, Park a Vehicle on a Road for any period exceeding three days if that Vehicle has no effective motor power in or attached to it, or cannot be safely driven. For the purposes of this clause "Vehicle" also includes a boat, trailer, caravan, or any other similar thing.

15. HEAVY MOTOR VEHICLE PARKING

- 15.1. The Council may, by means of public notification following the special consultative process of the Local Government Act 2002, prohibit Heavy Motor Vehicles from parking on any part of a Road.
- 15.2. No Driver of a Heavy Motor Vehicle shall Park on that part of a Road subject to a resolution under Clause 15.1 unless the prior written permission from Council has been obtained.

INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

16. OFFENCES

16.1. Every person breaches this Bylaw who:

- a) Fails to comply with any of the clauses, provisions, rules, restrictions, limitations, obligations, or fees set out in this Bylaw.
- b) Fails to comply with restrictions or directions or requirements indicated by the lines, domes, areas, markings, Parking Machine (kiosk), traffic signs, or other Signs and notices, laid down, placed, made, or erected, in or on any Road, building, or other area controlled by the Council, pursuant to any provision of this Bylaw, or any Resolution made thereunder.
- c) Does any of the following to a Parking Machine:
 - i. Misuses, damages, writes on or disfigures it;
 - ii. Interferes, tampers or attempts to disfigure the working operation of it.
- d) Fails to comply with any Resolution made under this Bylaw or fails to comply with any duty, obligation or condition imposed by the Bylaw.
- e) Parks a Vehicle on any area noted in 13.1 including a grassed area or cultivated area under the control of the Council without prior written permission.
- f) Parks on a Road in front of any property in the District, where the size of the Vehicle parked, or the continual nature of the Parking, unreasonably prevents occupants from Parking outside their property, excluding commercial Vehicles Parked on the Road temporarily for business purposes.
- g) Makes a false application or supplies false details in an application for an Authorised Vehicle Permit or a Mobility Parking Permit.
- h) Places an Authorised Vehicle Permit on a vehicle for which it was not issued.
- i) Does any of the following in relation to parking:
 - i. Parks in any Metered Parking Area without paying the prescribed fee; or
 - ii. Parks in any Metered Parking Area without registering the registration plate in the Parking System, this includes any vehicle parked where the intention was to stay for less than 30 minutes; or
 - iii. Parks within the Metered Parking Area for longer than paid for; or
 - iv. Parks within the Metered Parking Area for longer than the Maximum Period; or
 - v. Parks in excess of any other time restriction or contrary to any other parking restriction in place within the Time Restricted Parking Area; or
 - vi. Parks an Authorised Vehicle without displaying and holding a current Authorised Vehicle Permit; or
 - vii. Parks within a Mobility Parking Area without displaying a current Mobility Parking Permit owned by the driver or a passenger of the vehicle; or
 - viii. Parks on an area marked with “No Stopping” lines; or
 - ix. Parks on a shared Footpath/cycleway or cycleway; or
 - x. Parks a vehicle in such a way to cause an obstruction as defined under 14.1;
 - xi. Parks a Heavy Motor Vehicle anywhere on the Road; or
 - xii. Parks a Vehicle without motor power or which cannot be safely driven for longer than 3 days.

16.2. The Land Transport (Road User) Rule 2004 creates a number of offences in relation to stopping, standing and Parking of Vehicles which, for the avoidance of doubt, shall apply in addition to this Bylaw as if it was part of this Bylaw in areas where the Council is the Road controlling authority or unless stated otherwise. The breach of a Land Transport (Road User) Rule 2004 offence is an offence of this Bylaw.

16.3. A breach of this Bylaw is an offence pursuant to Section 239 of the Local Government Act 2002 and may be prosecuted as such.

INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

17. PENALTIES

- 17.1. A person who breaches and commits an offence against this Bylaw is liable for any (or a combination of any) of the following penalties:
- a) A warning notice pursuant to section 22AF of the Land Transport Act 1998;
 - b) A fine not exceeding \$1,000 pursuant to section 22AB(1)(b) of the Land Transport Act 1998. Fines amounts are set out in the Council's Schedule of Fees and Charges: Compliance; and/or
 - c) Prosecution for an offence pursuant to section 239 and 242(4) of the Local Government Act 2002 where the person is liable on conviction to a fine not exceeding \$20,000.

18. DEFENCES

- 18.1. A person is not in breach of this Bylaw if that person proves that the act or omission complained of:
- a) Took place in compliance with the directions of a Police Officer, a Parking Officer a Traffic Control Device; or
 - b) Was performed by a Parking Officer and was necessary in the execution of that person's duty.

19. SCHEDULE ONE

The following pages contain descriptions and plans displaying the No Stopping Lines, Metered Parking Areas, Time Restricted Parking Areas, Parking Zones declared, in accordance with a Resolution of the Council, pursuant to Clause 5 of this Bylaw.

Parking Control – Off Street Car Parking Page 15

Parking Control – Index Map Page 16

Parking Control – No Stopping Lines..... Page 17 to Page 20

Parking Control – Parking Spaces..... Page 21 to Page 45

INVERCARGILL CITY COUNCIL – PARKING CONTROL BYLAW 2024

Parking Control – Off Street Car Parking

Zone L – 11 Leven Street Multi-Level Car Park

- Level 1, 3, 5, 6, 7 – Permit Parking Only
- Level 2, 4 – Metered Parking Area
- Level 8 – Time Restricted Parking Area

Zone D – 67 Don Street Car Park

- Metered Parking Area

Zone E – 102 - 108 Esk Street Car Park

- Yellow Parks – Permit Parking Area
- White Parks - Metered Parking Area

Zone V – 30 Deveron Street Car park

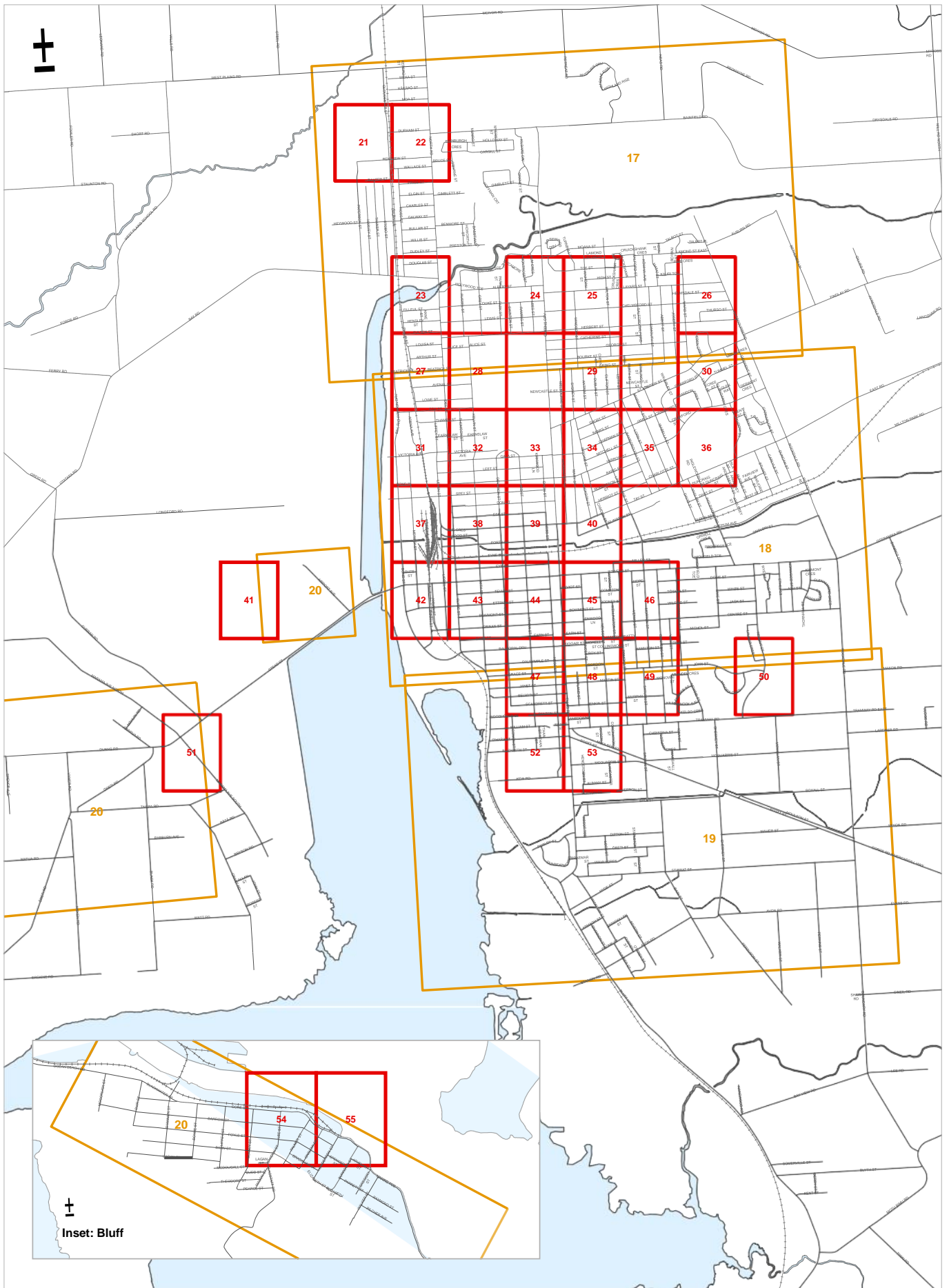
- Permit Parking Area

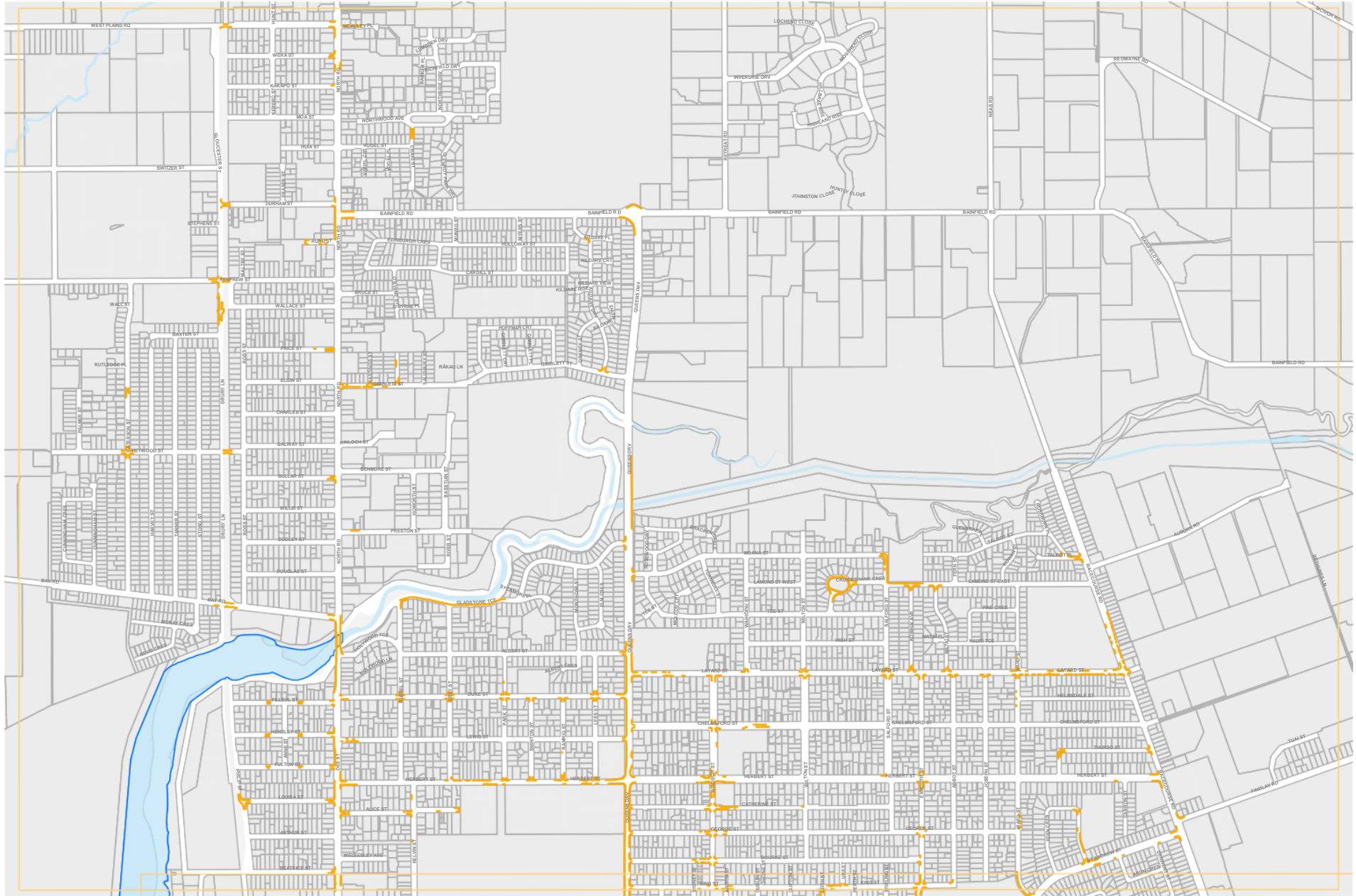
Zone G – 131 Esk Street Carpark

- Permit and Metered Parking as shown in the Parking Spaces Map

Zone C – 19 Don Street Car Park

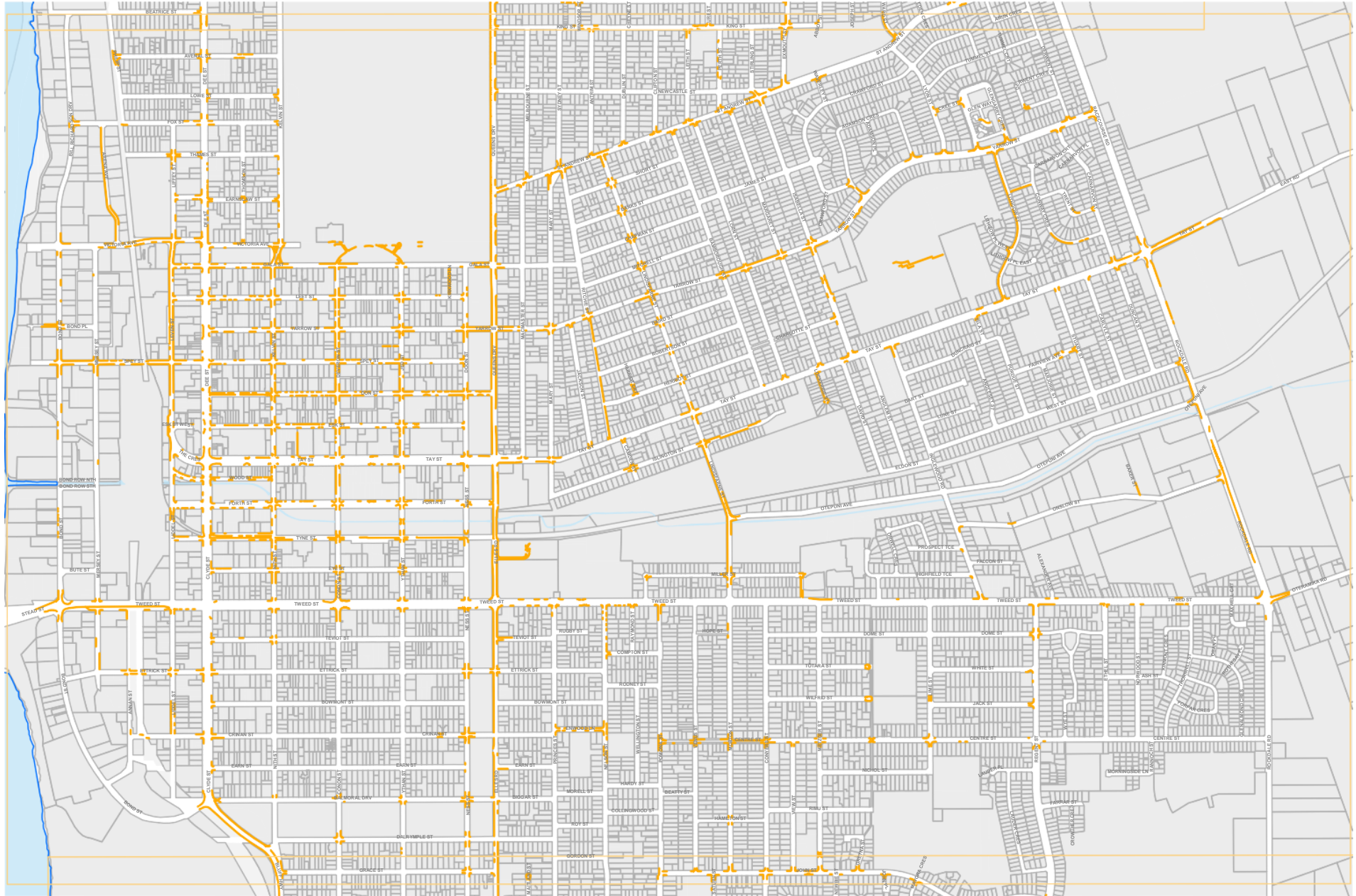
- Metered Parking Area

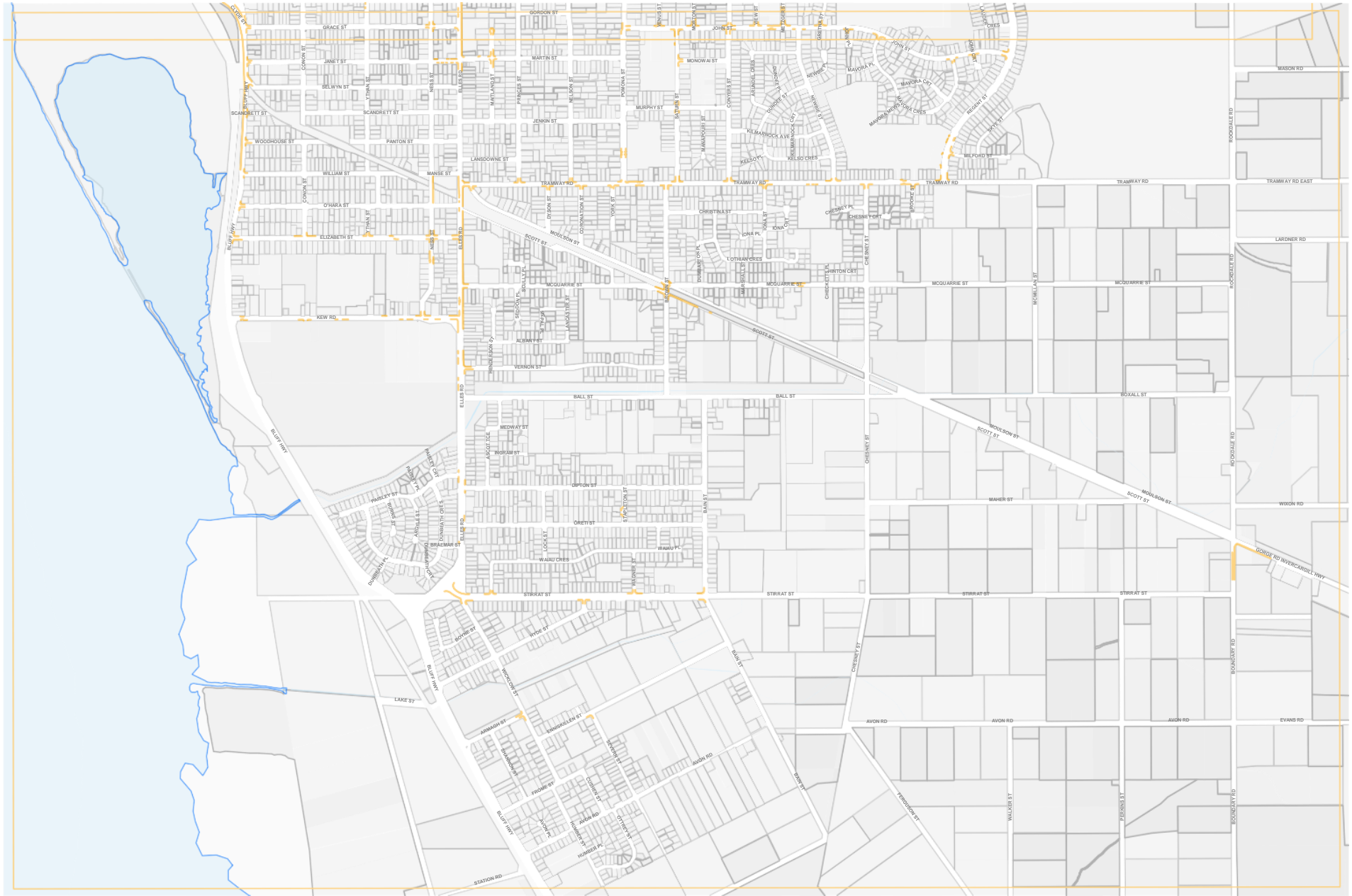




**Parking Control Bylaw - May 2024
No Stopping Lines**

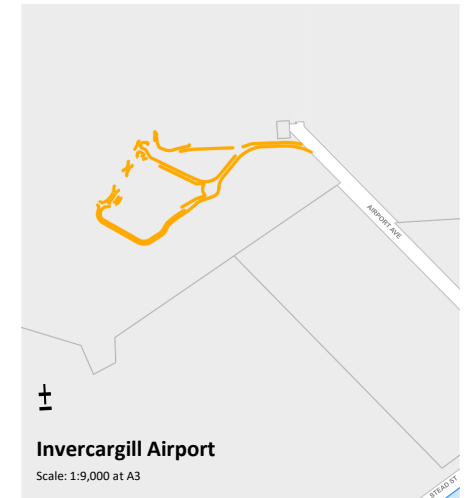
- Legend**
- No Stopping
 - Property Boundary





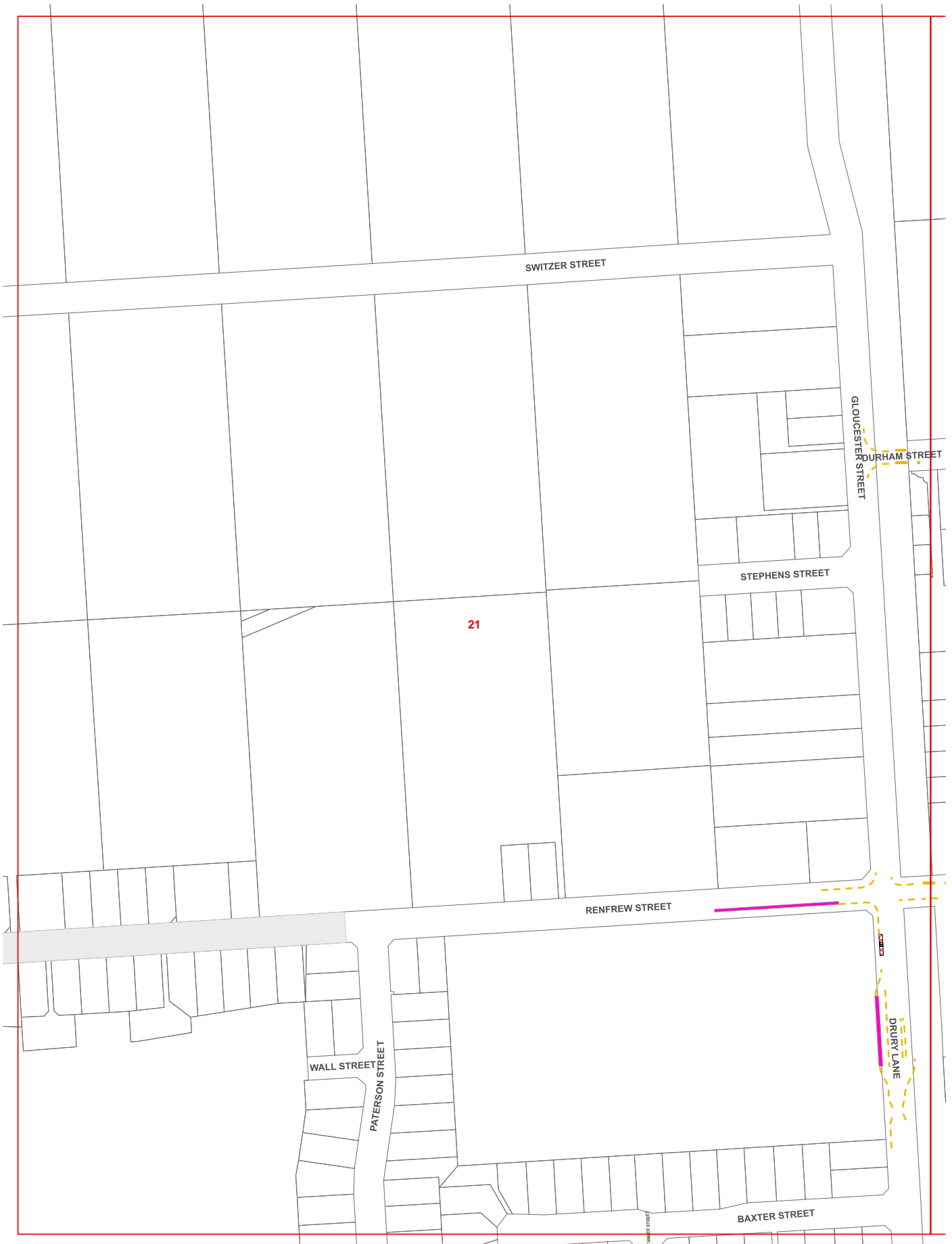
**Parking Control Bylaw - May 2024
No Stopping Lines**

Legend
 — No Stopping
 □ Property Boundary



Parking Control Bylaw - May 2024
No Stopping Lines

- Legend**
- No Stopping
 - Property Boundary



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
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Page : 22

--- No Stopping

Time Restricted Parking Area



P2

Authorised Vehicle Parking

Bus Stop





**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
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Page : 23

--- No Stopping

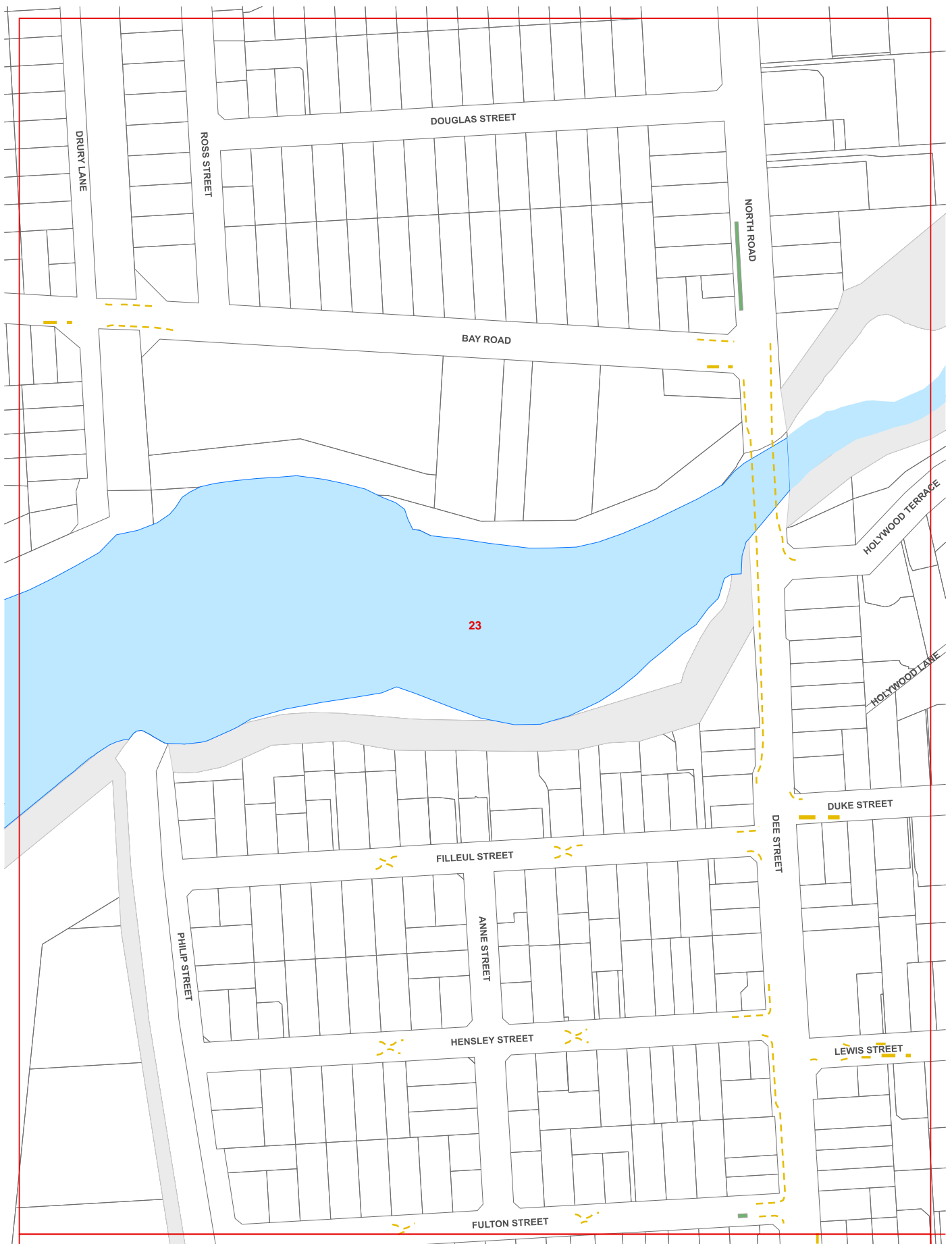
Time Restricted Parking Area

■ P15

■ P5

Authorized Vehicle Parking

▨ Bus Stop



**Parking Control Bylaw
May 2024**

- No Stopping
- Time Restricted Parking Area
- P60

Scale: 1:2,150 at A3
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**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



Page : 25

--- No Stopping

Time Restricted Parking Area



P2

Authorised Vehicle Parking

Bus Stop





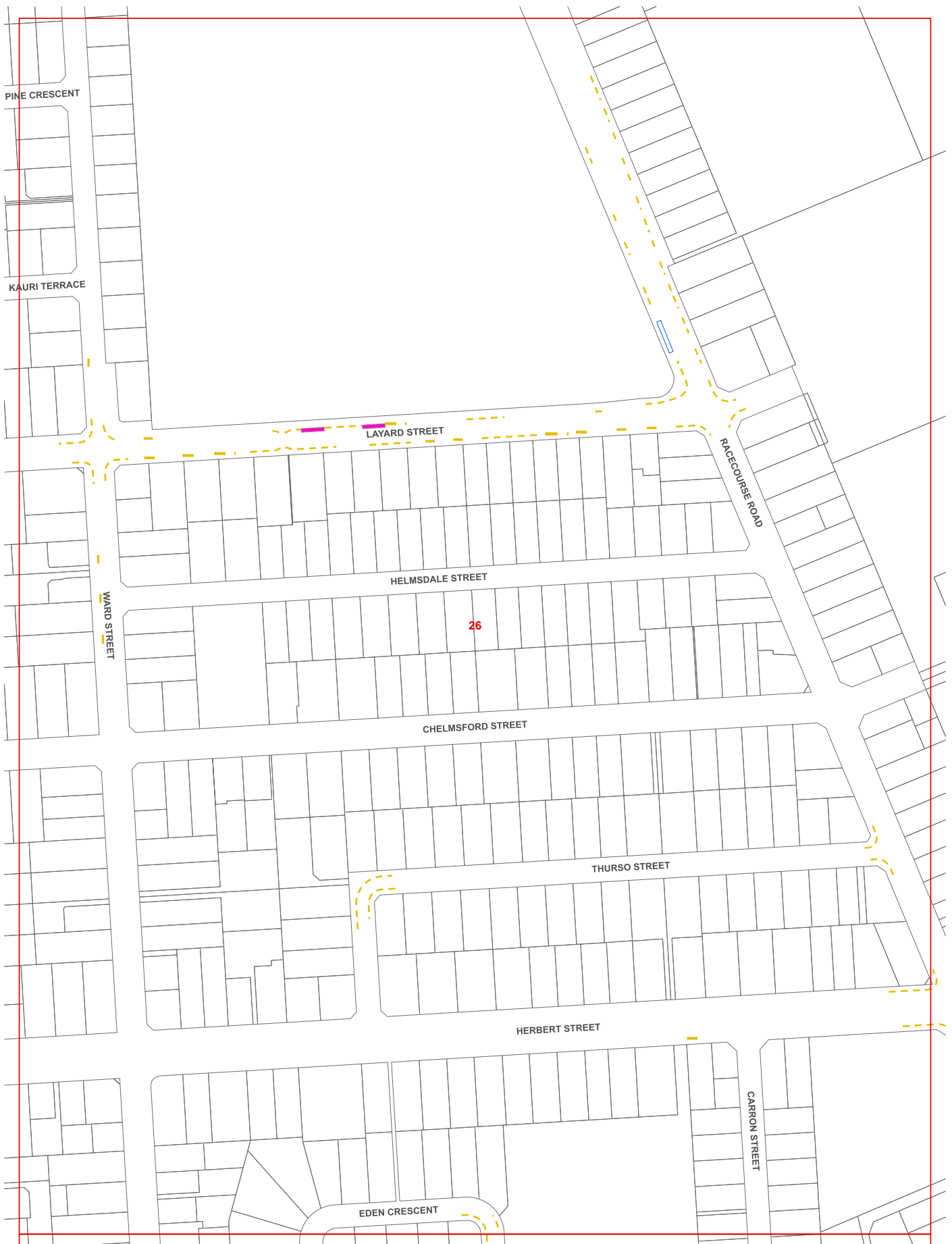
**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



Page : 26

- - - No Stopping
- P15
- P2
- P5
- P60



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



Page : 27

--- No Stopping

Time Restricted Parking Area

■ P2

Authorized Vehicle Parking

□ Motorcycles



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



Page : 28

- No Stopping
- P15
- P30
- P5
- P60







**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



Page : 31

- No Stopping
- P2
- P5
- Disabled Parking
- Time Restricted Parking Area
- Authorised Vehicle Parking



**Parking Control Bylaw
May 2024**

- Parking Kiosks
- - - No Stopping
- Metered Parking**
- Metered Parking

- Time Restricted Parking Area**
- P15
- P5
- P60

- P90
- Authorised Vehicle Parking**
- ⊠ Bus Stop



**Parking Control Bylaw
May 2024**

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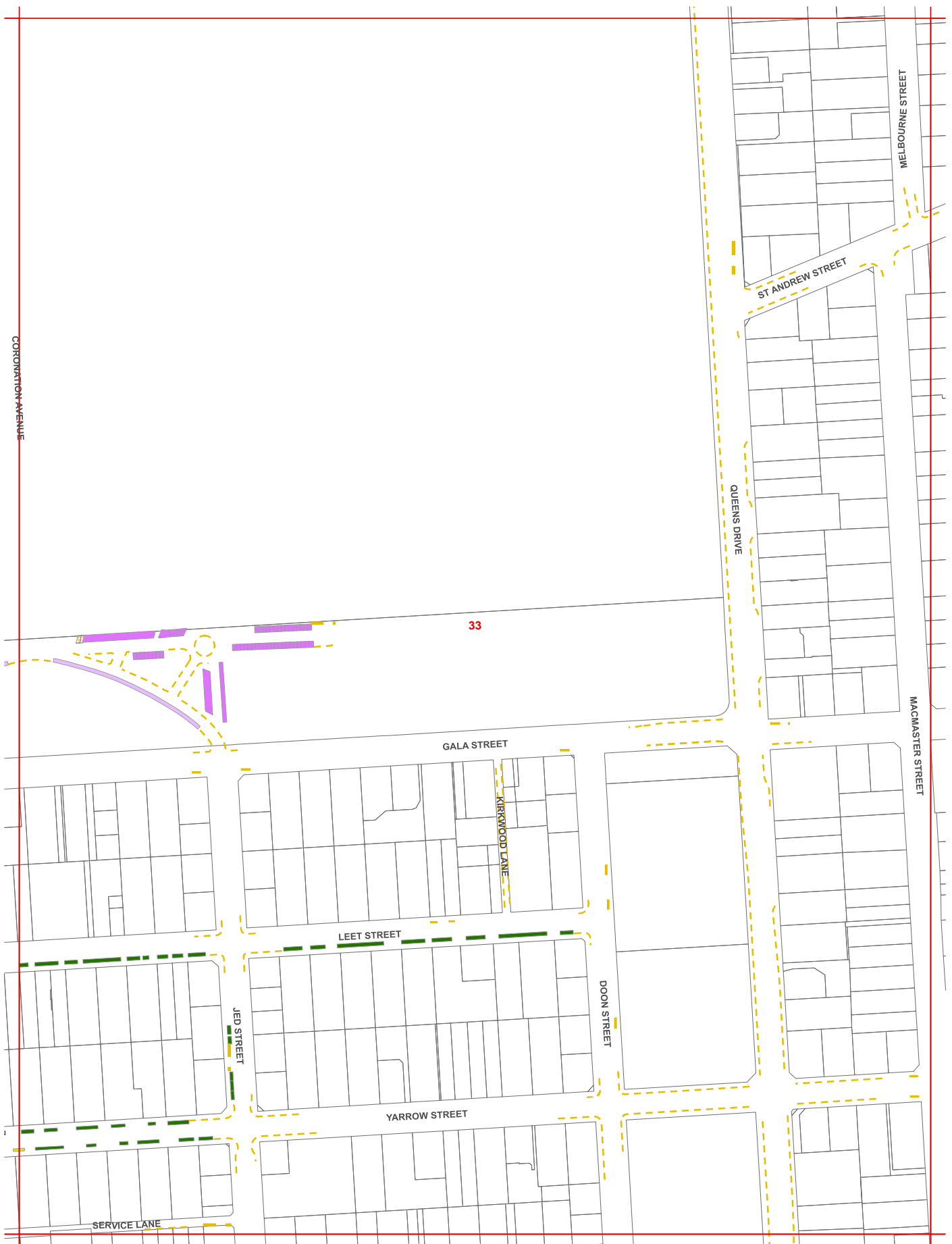
Page : 33

- Parking Kiosks
- No Stopping
- Metered Parking**
- Metered Parking

- Time Restricted Parking Area**
- P120
 - P15
 - P180
 - P5

- Authorized Vehicle Parking**
- P60
 - P90
 - Authorized Parking
 - Disabled Parking

- Loading Zone
- Bus Stop
- Taxi



**Parking Control Bylaw
May 2024**

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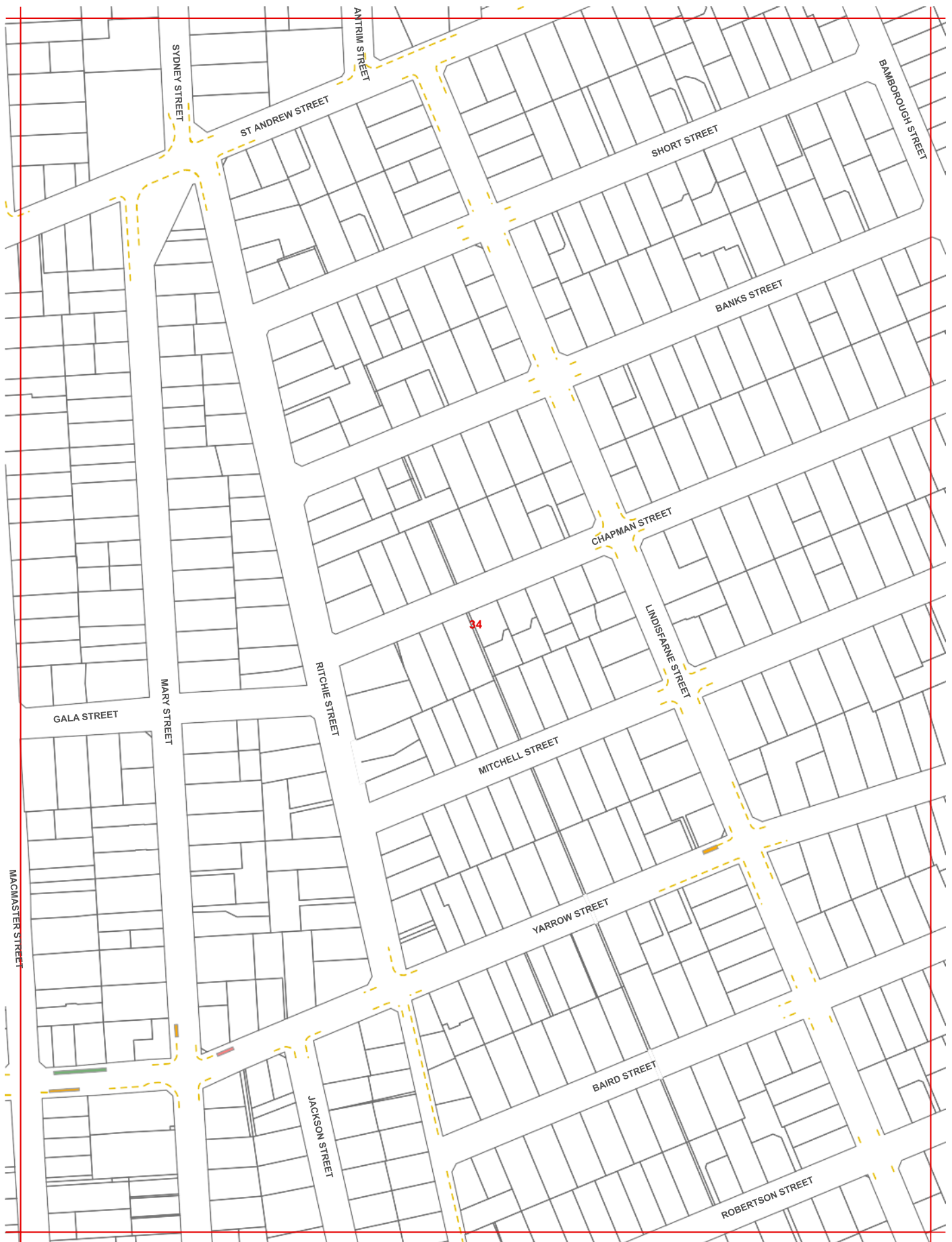
Page : 34

- No Stopping
- P15
- P180
- P240
- P90

Time Restricted Parking Area

Authorised Vehicle Parking

- Disabled Parking
- Bus Stop



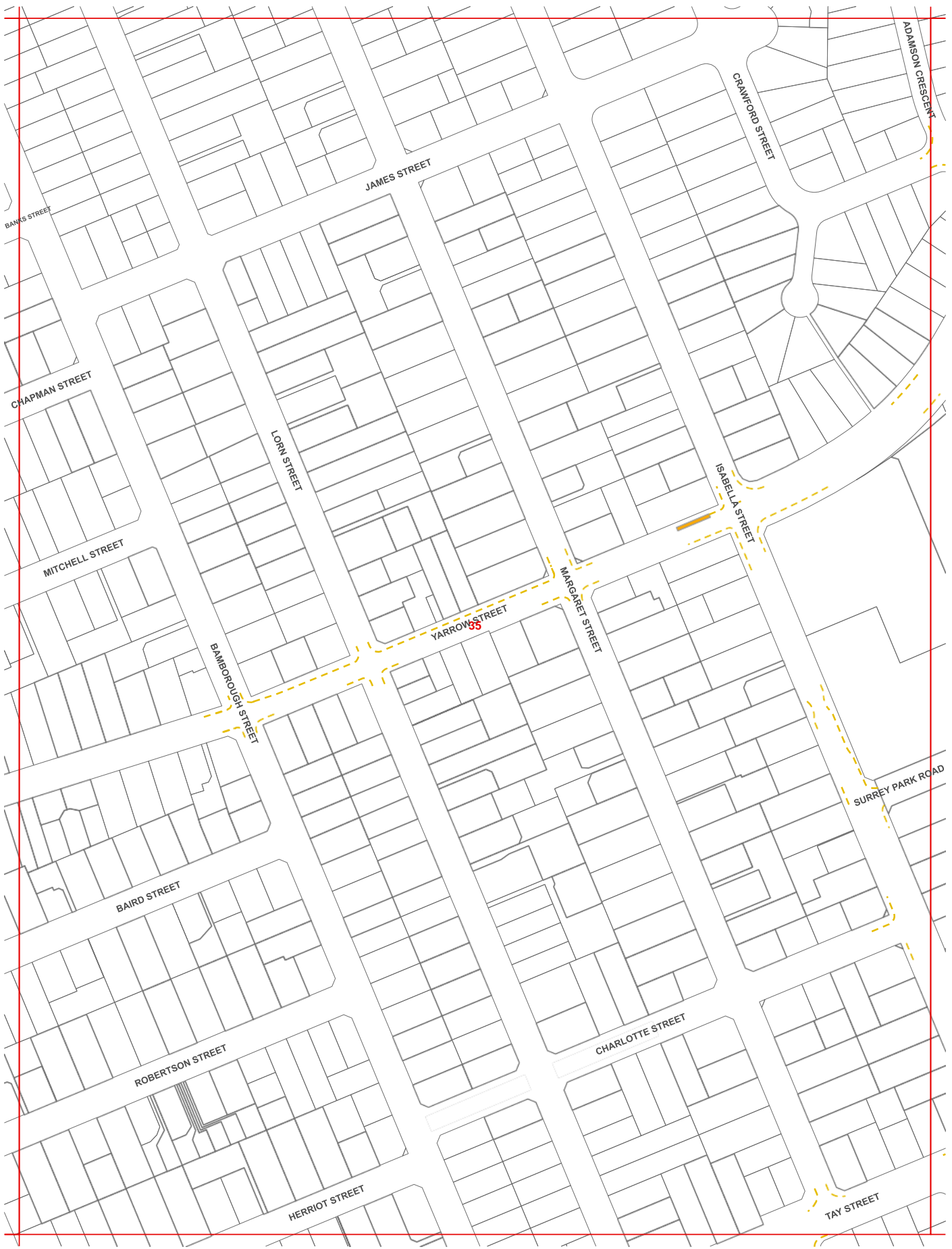
**Parking Control Bylaw
May 2024**

- No Stopping
 - P10
 - P5
 - P60
- Time Restricted Parking Area*



Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024





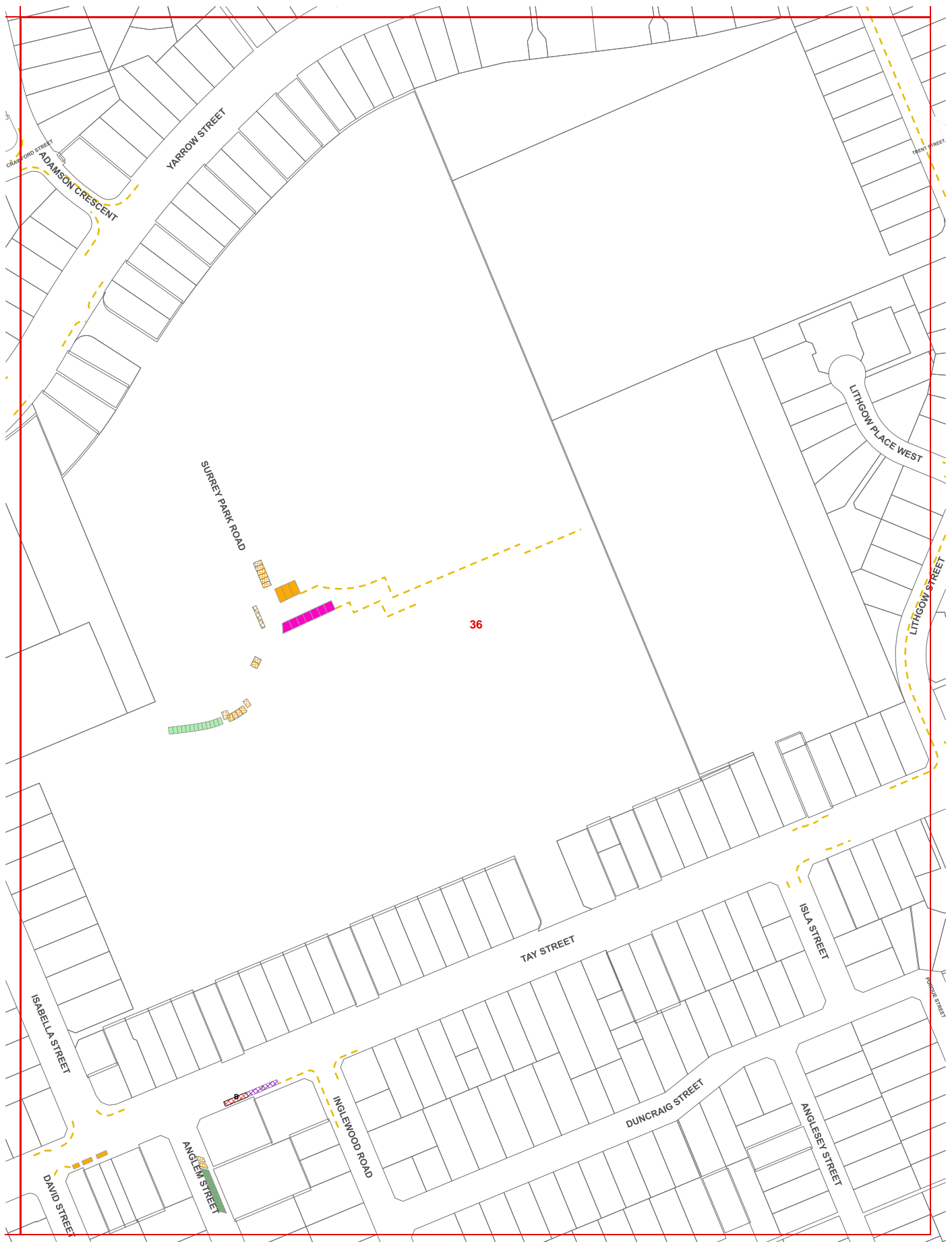
**Parking Control Bylaw
May 2024**

- - - No Stopping
- Time Restricted Parking Area
- P10

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Produced by ICC GIS - 1 May 2024



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**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



Page : 37

--- No Stopping

Time Restricted Parking Area

P10

P2

P30

P60

Authorized Vehicle Parking

Campervan Parking

Disabled Parking

Loading Zone

Bus Stop



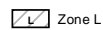
**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



Page : 38

- Parking Kiosks
- No Stopping
- Metered Parking**
- Metered Parking



Zone L

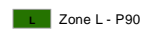
Time Restricted Parking Area



P5

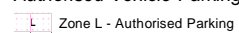


P90

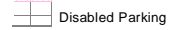


Zone L - P90

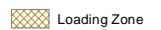
Authorised Vehicle Parking



Zone L - Authorised Parking



Disabled Parking



Loading Zone



Bus Stop



**Parking Control Bylaw
May 2024**

- Parking Kiosks
- No Stopping
- Metered Parking
- Metered Parking
- Zone D
- E Zone E
- G Zone G
- P120 Time Restricted Parking Area
- P15 P15
- P2
- P30
- P5
- P90
- Bus Park - P60
- Campervan Parking - P180
- Loading Zone - P5
- A Authorised Vehicle Parking
- C Zone C - Authorised Parking
- G Zone G - Authorised Parking
- V Zone V - Authorised Parking
- D Disabled Parking
- L Loading Zone
- M Motorcycles
- B Bus Stop
- T Taxi



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



Page : 40

- No Stopping
- P90
- Motorcycles
- Metered Parking
- Authorised Vehicle Parking
- Bus Stop
- Zone G
- Zone G - Authorised Parking
- Time Restricted Parking Area
- Disabled Parking
- P15
- Loading Zone



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
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--- No Stopping

Time Restricted Parking Area

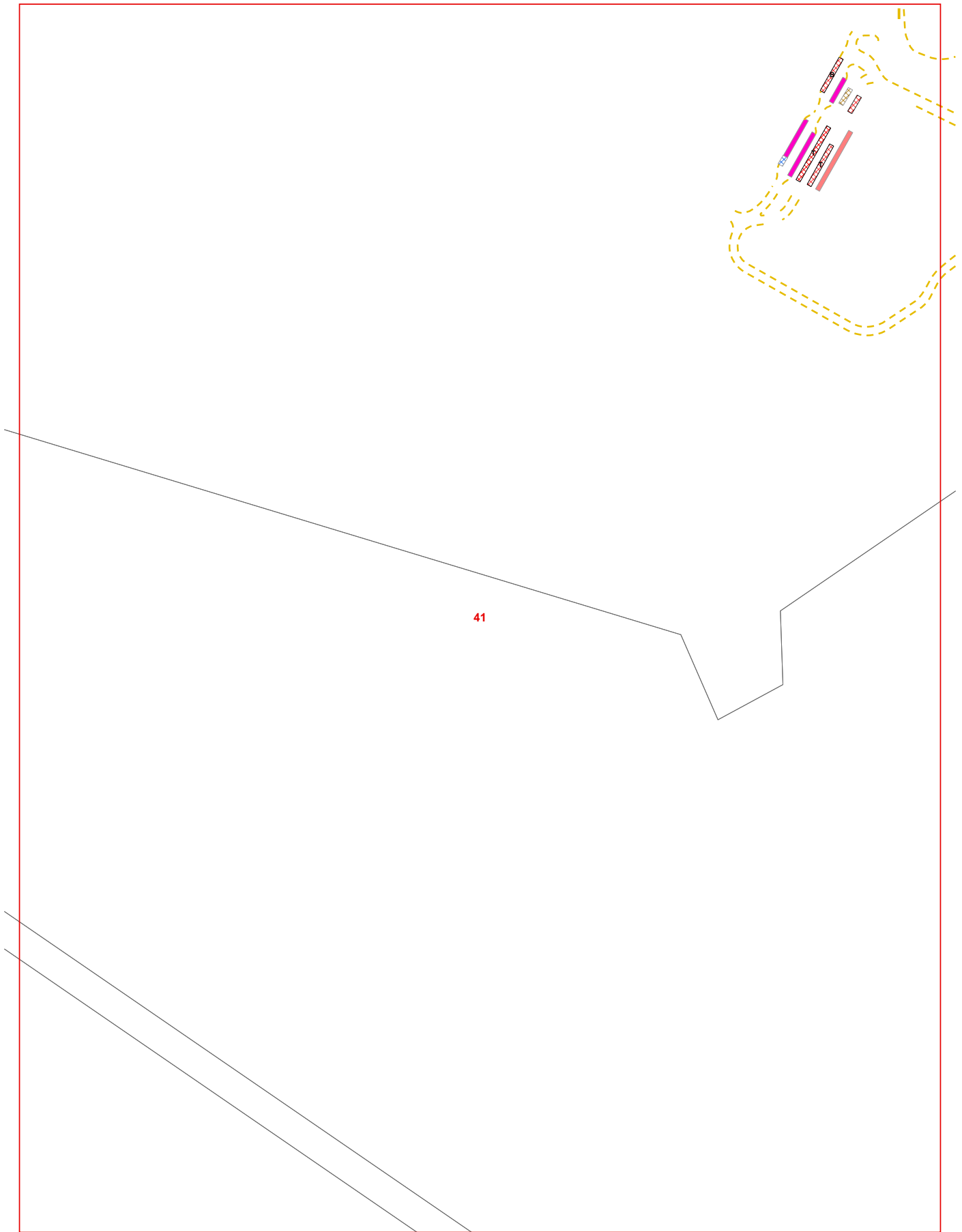
P180

P2

Authorised Vehicle Parking

Disabled Parking

Bus Stop



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



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--- No Stopping

Time Restricted Parking Area

P2

P5

Authorised Vehicle Parking

Drop Off Disabled Parking

Loading Zone

Bus Stop

Taxi

Shuttle Van

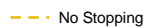



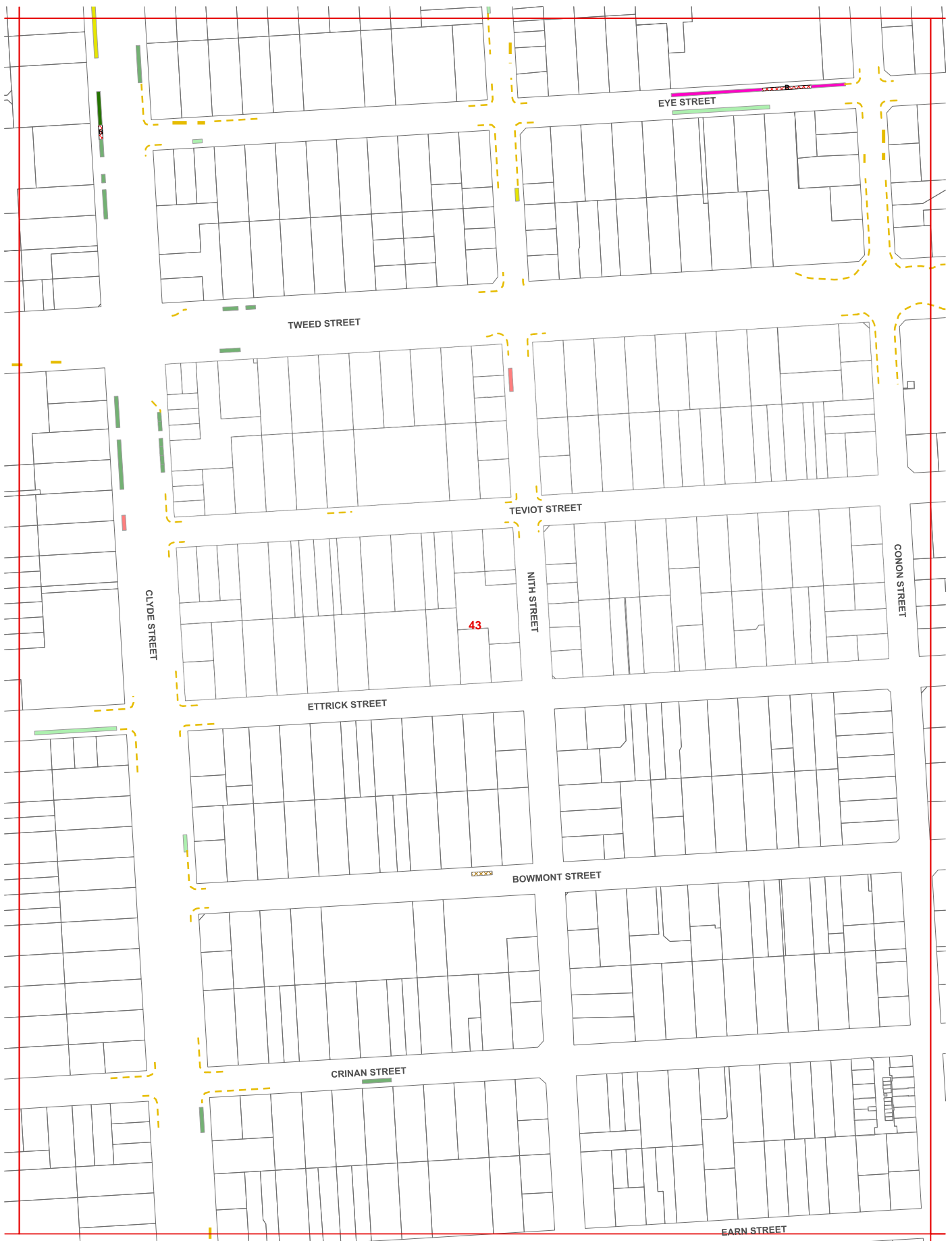
**Parking Control Bylaw
May 2024**

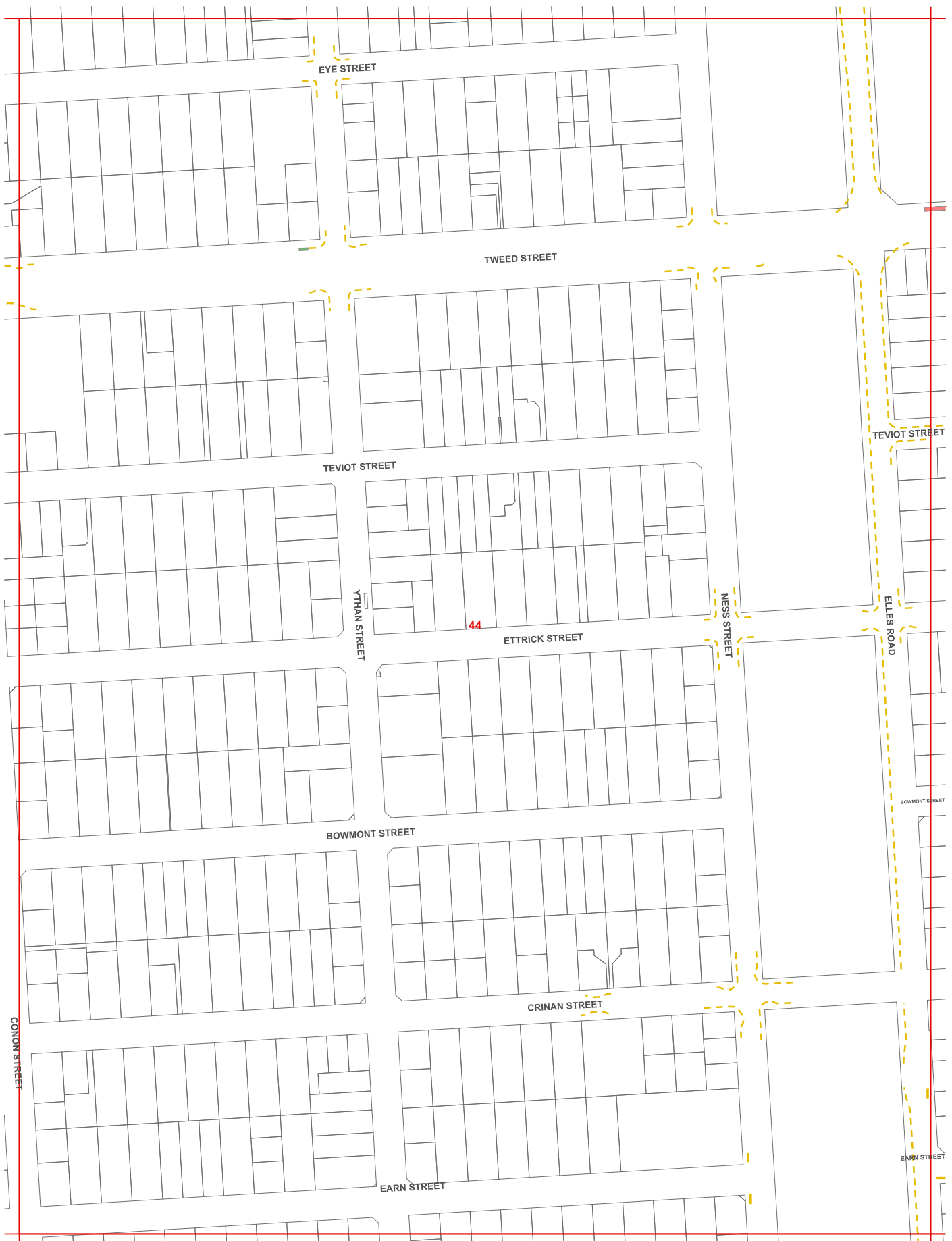
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-  No Stopping
 -  Loading Zone
- Authorised Vehicle Parking*

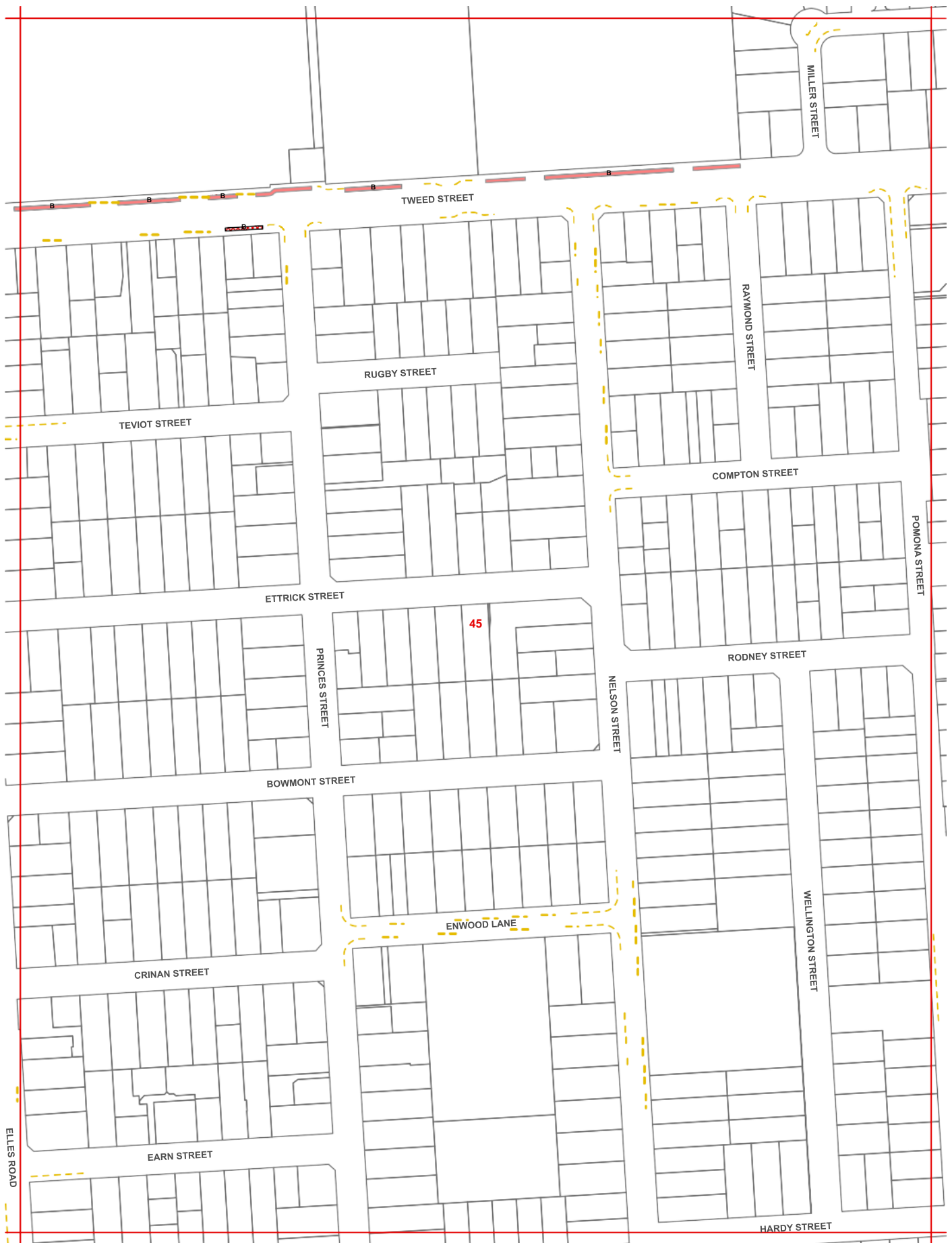




**Parking Control Bylaw
May 2024**



- | | | |
|--|--|---|
| <ul style="list-style-type: none"> No Stopping P5 P60 | <ul style="list-style-type: none"> Time Restricted Parking Area Disabled Parking Bus Stop | <ul style="list-style-type: none"> Authorised Vehicle Parking |
|--|--|---|



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



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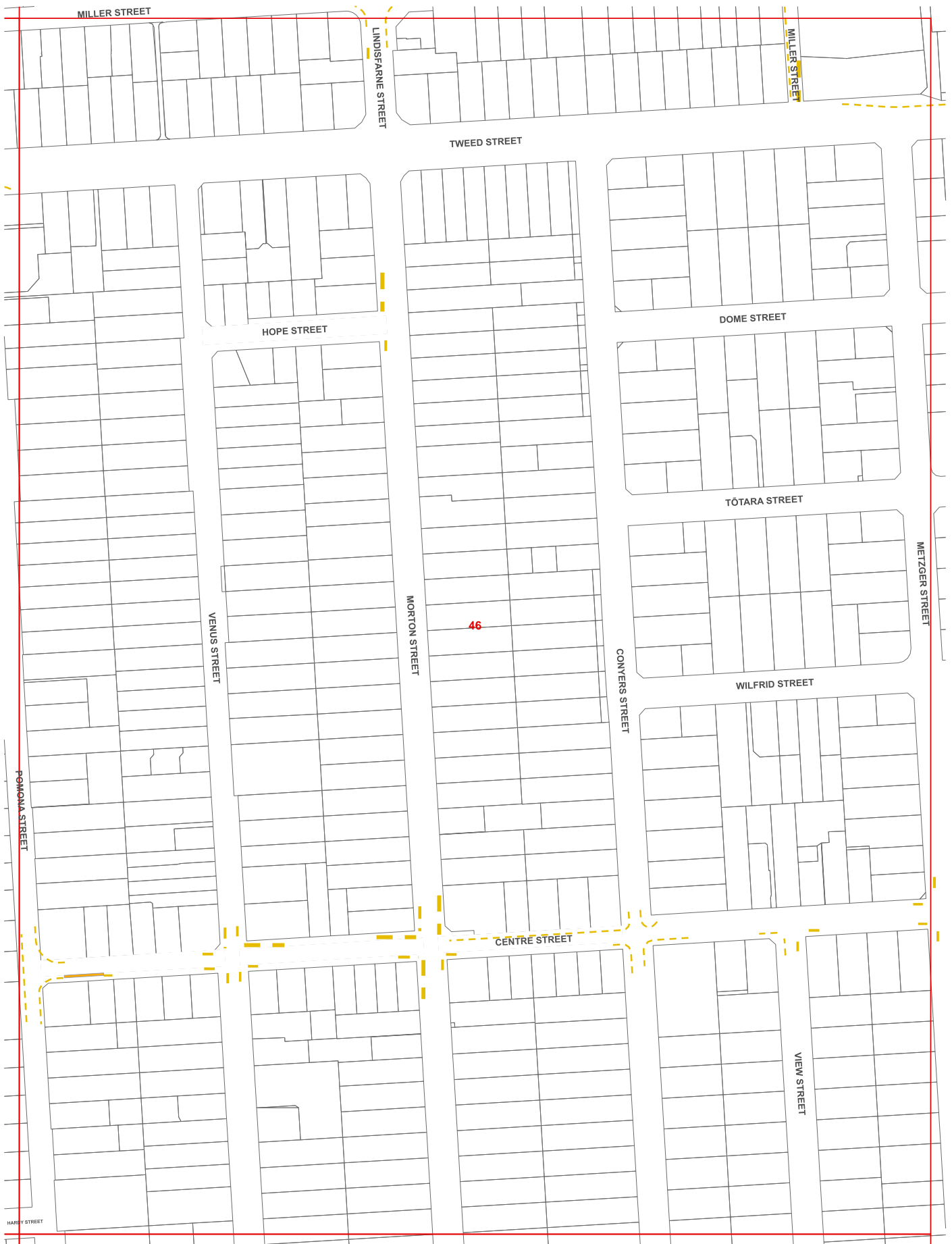
--- No Stopping

Time Restricted Parking Area

■ P5

Authorized Vehicle Parking

■ Bus Stop



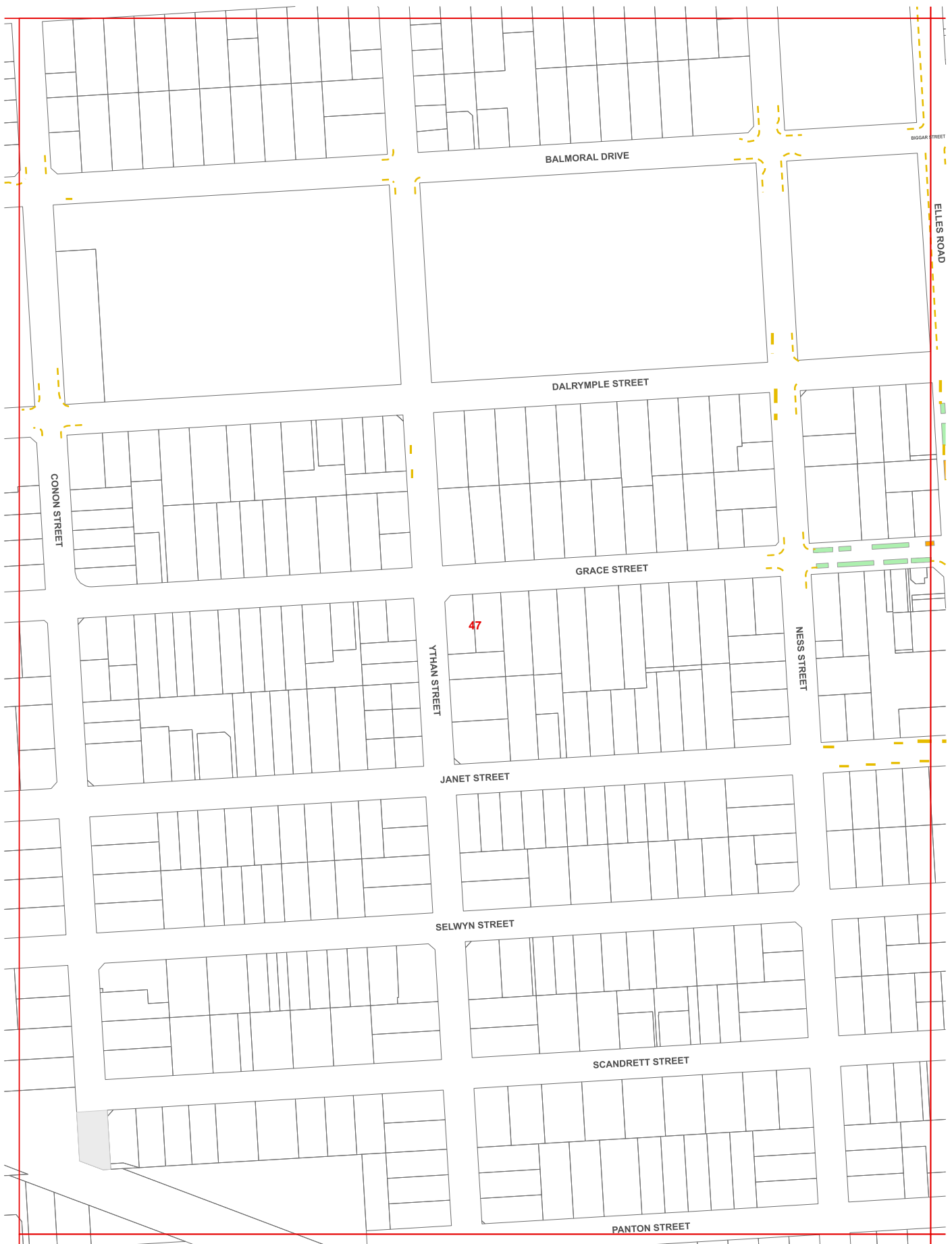
**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



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--- No Stopping
Time Restricted Parking Area
P10






**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
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-  No Stopping
- Time Restricted Parking Area**
-  P10
-  P30



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
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Page : 49

- No Stopping
 - P15
 - P30
 - P10
 - P60
 - P120
- Time Restricted Parking Area**

- Authorised Vehicle Parking**
- Disabled Parking
 - B Bus Stop



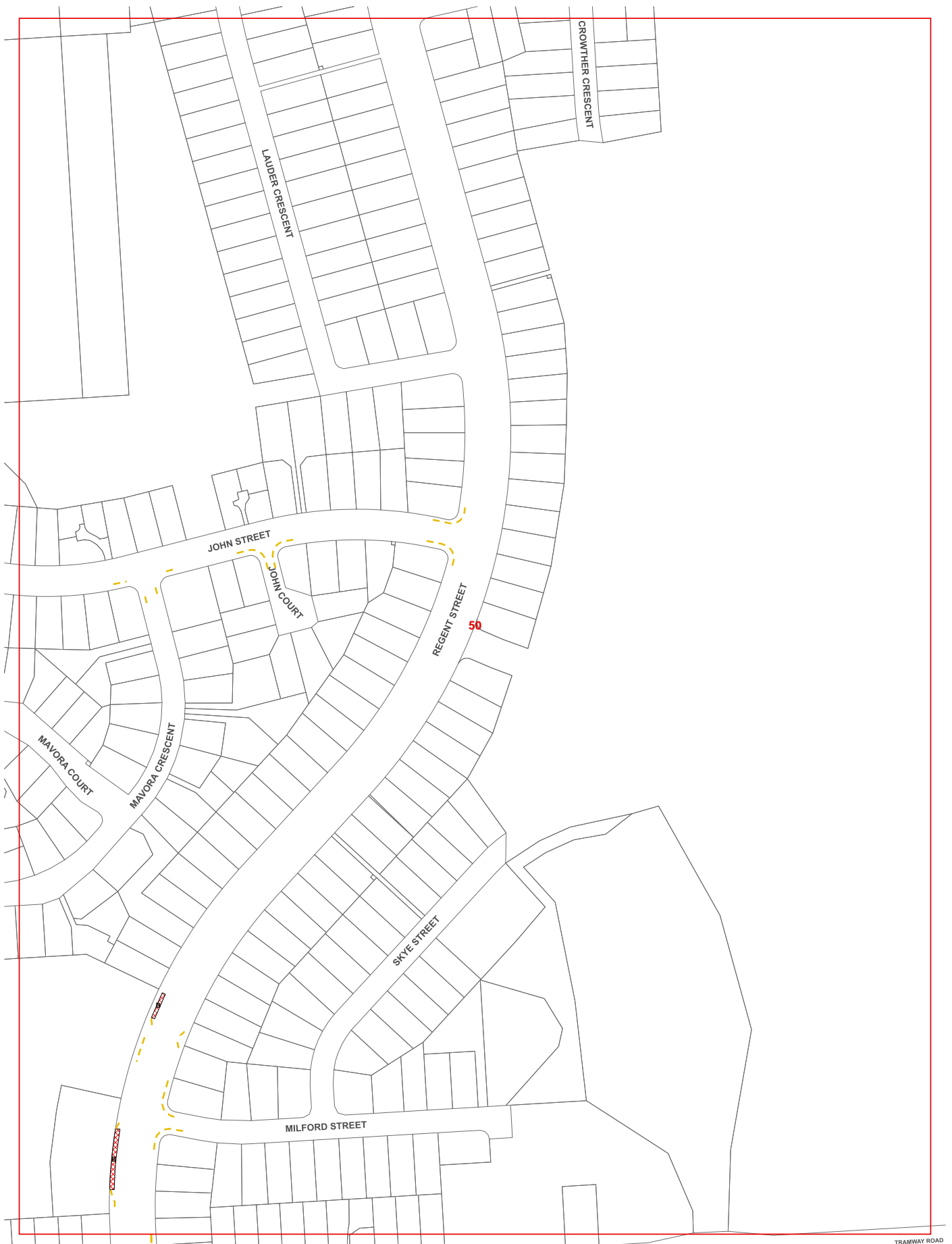
**Parking Control Bylaw
May 2024**

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Produced by ICC GIS - 1 May 2024



Page : 50

--- No Stopping
Time Restricted Parking Area
P60



TRAMWAY ROAD

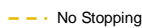

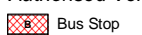


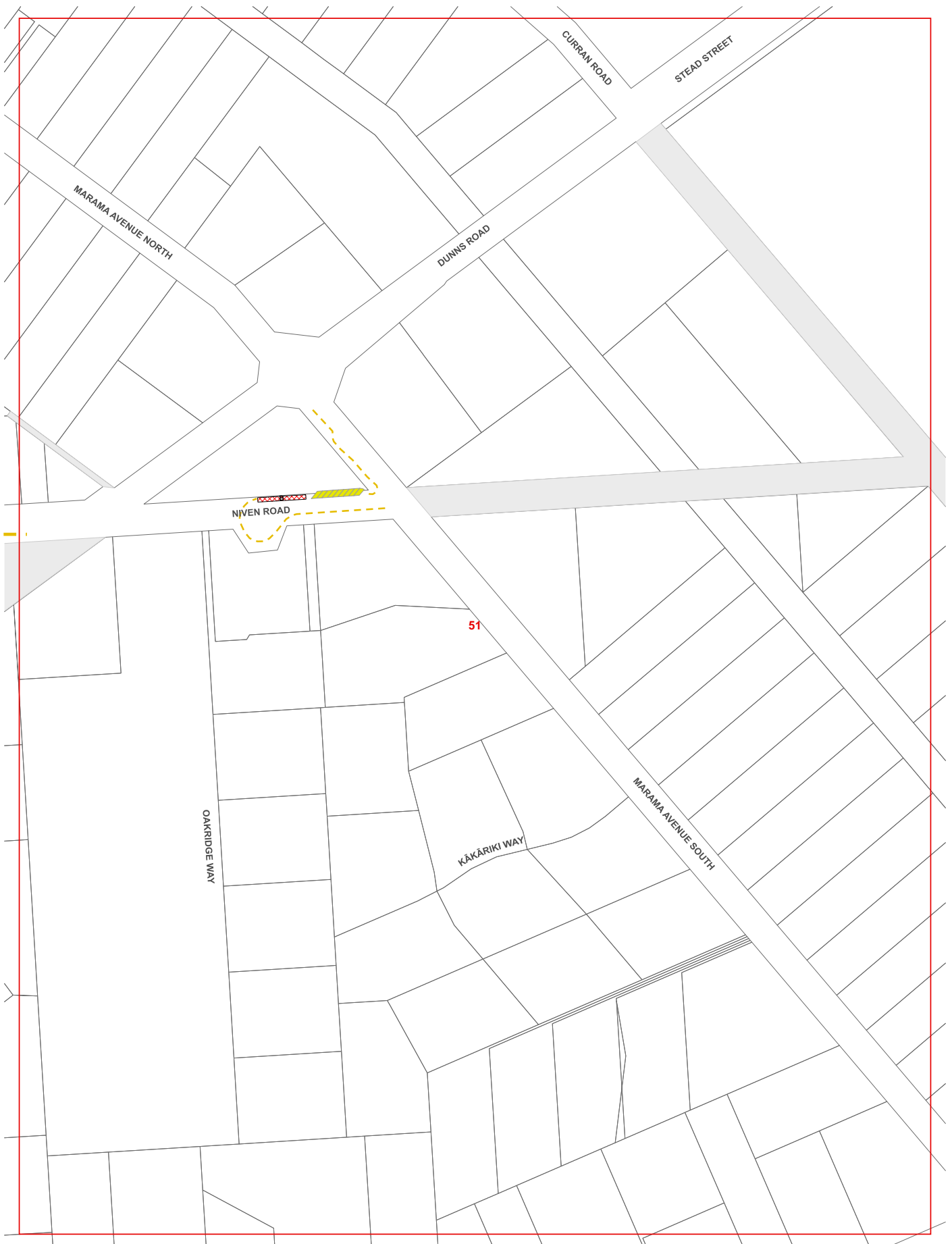
**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



Page : 51

-  No Stopping
-  Authorised Vehicle Parking
-  Bus Stop



**Parking Control Bylaw
May 2024**

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Produced by ICC GIS - 1 May 2024

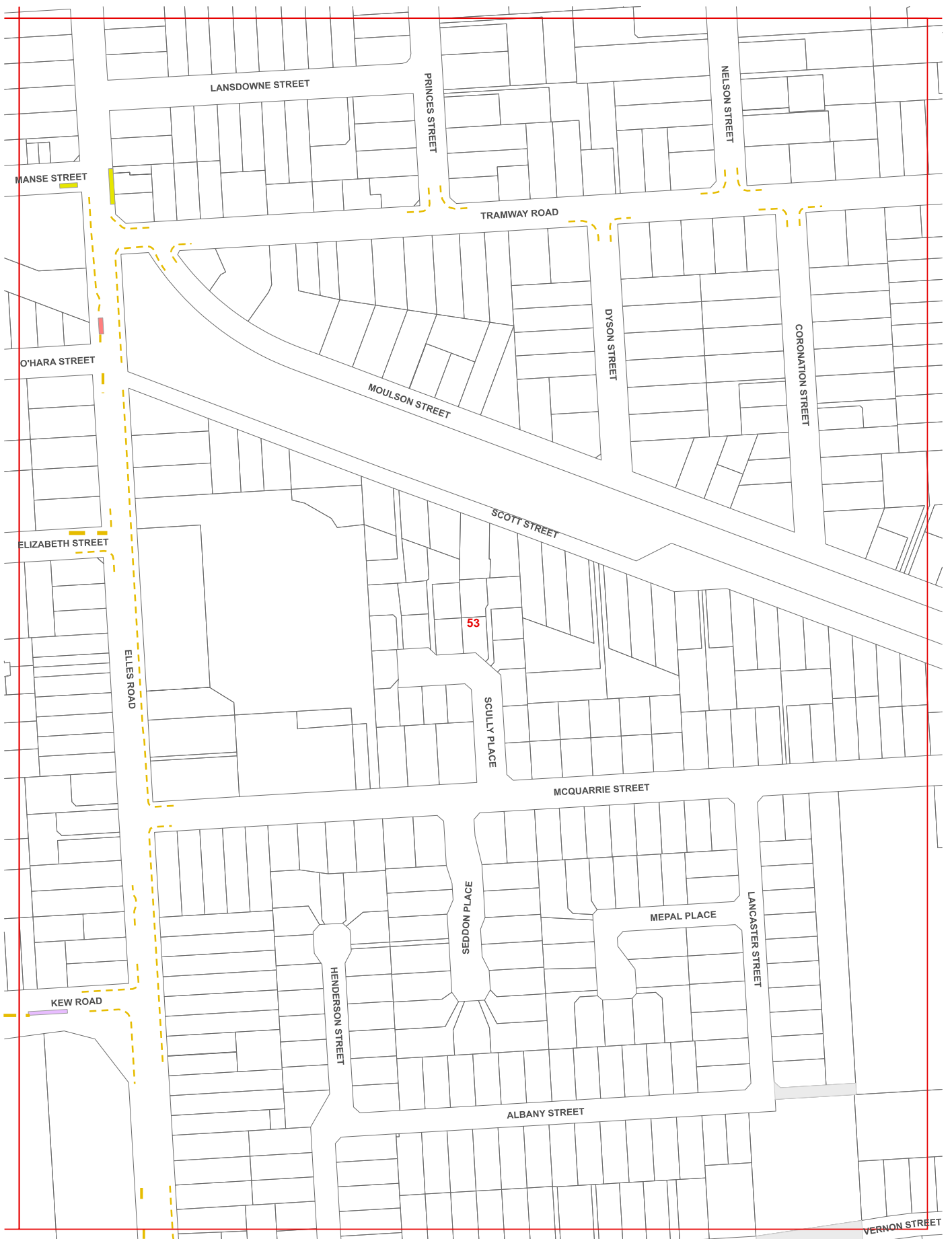


Page : 52

--- No Stopping
Time Restricted Parking Area
P15

Authorized Vehicle Parking
Bus Stop





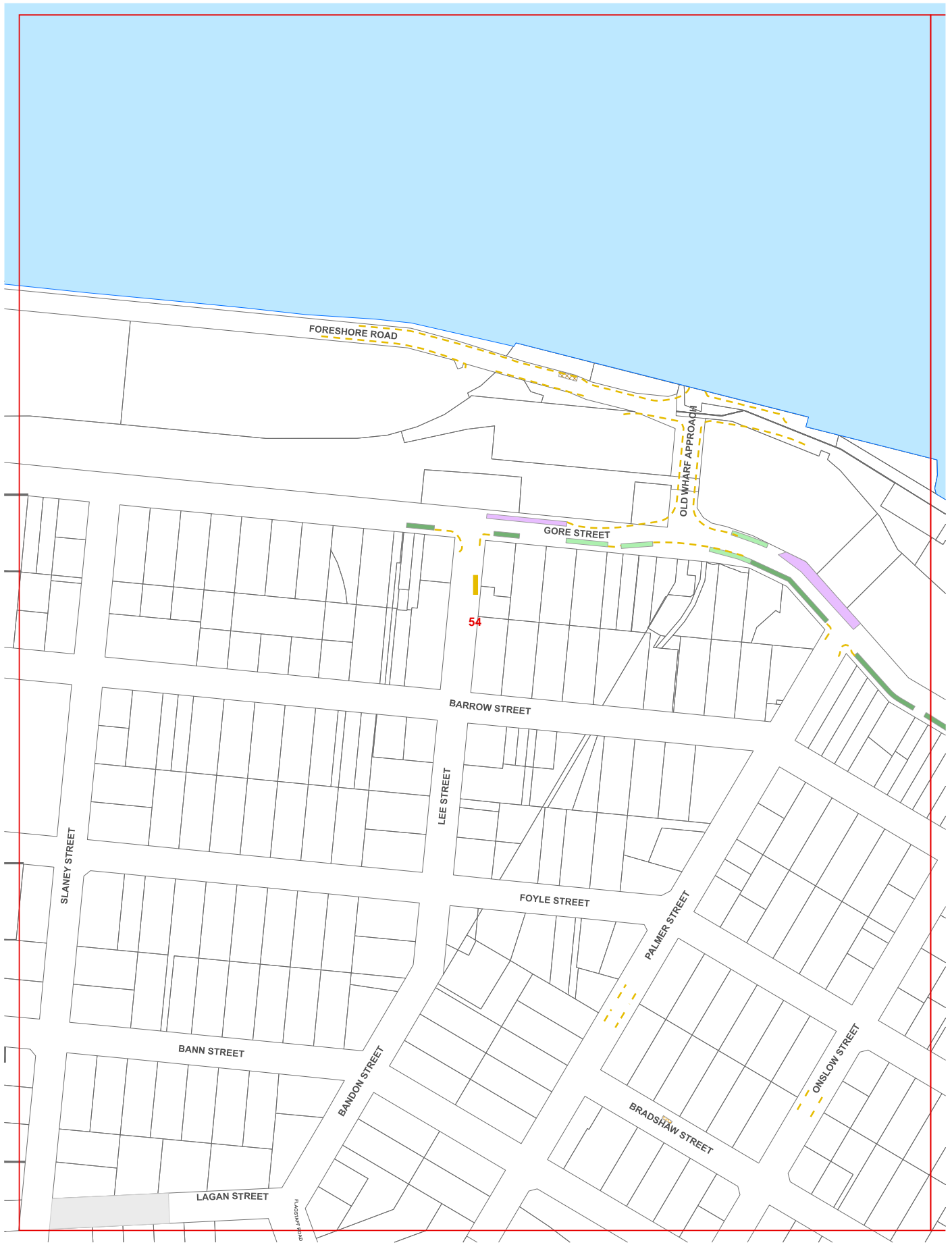
**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
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Page : 54

- No Stopping
- Time Restricted Parking Area
- P15
- P180
- P5



**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024

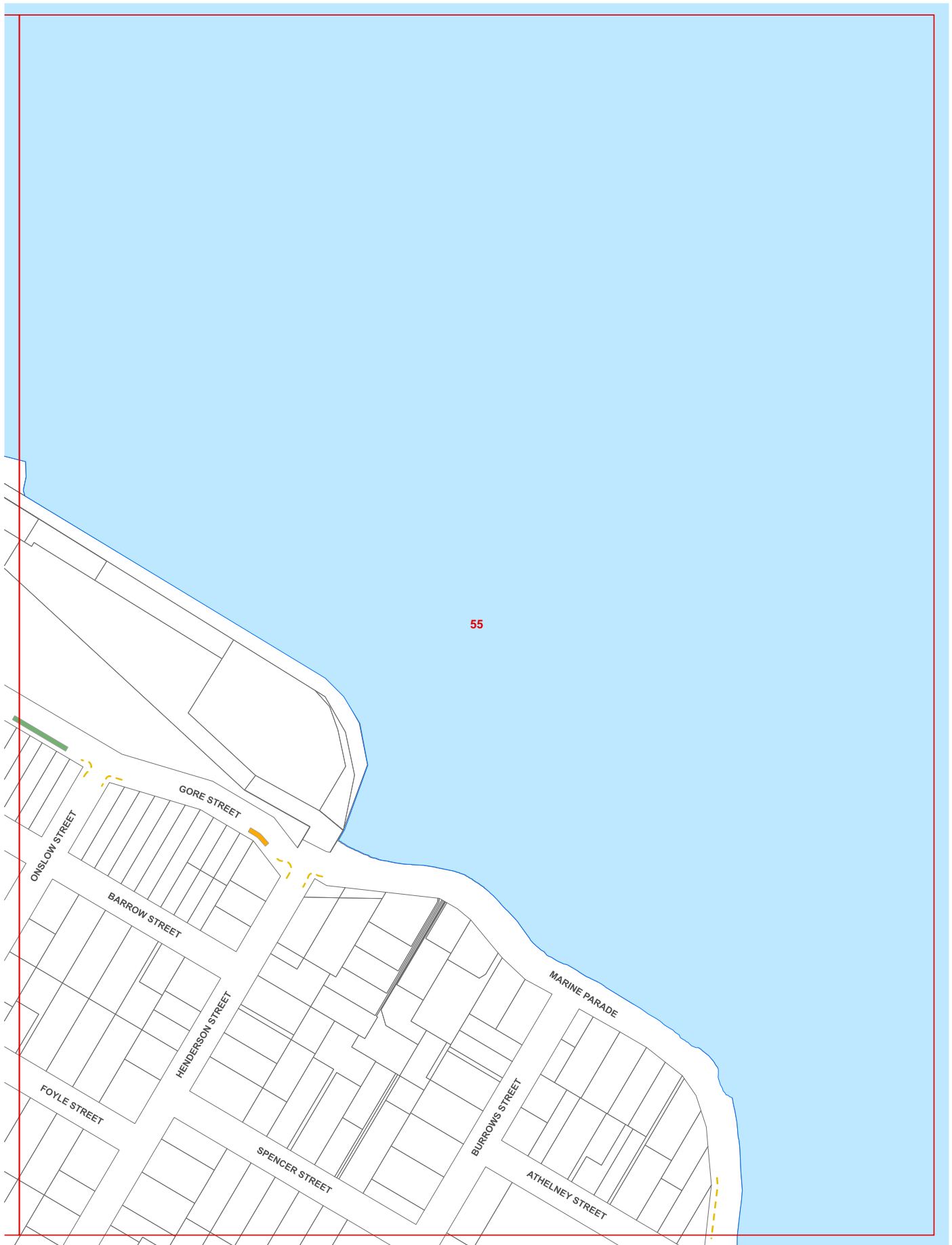


Page : 55

- - - No Stopping
- P30
- P60
- P180
- 54 Time Restricted Parking Area

Authorised Vehicle Parking

- Disabled Parking
- Loading Zone



55






**Parking Control Bylaw
May 2024**

Scale: 1:2,150 at A3
Produced by ICC GIS - 1 May 2024



Page : 56

-  No Stopping
- Time Restricted Parking Area**
-  P10
-  P60

Hearings for the Parking Control Bylaw 2024 - Parking Control Bylaw Hearings and Deliberations (A5408685)

A5441906

Feedback - Disability Taxi Trial Proposal 2024-25						
001	Des Collins		Support the proposal and recommend improved enforcement of disabled parking as they are used by some people who are not disabled.	Yes		Support the proposal and recommends improved enforcement of disabled parking as they are used by some people who are not disabled.
002	Blake Prattley		The submitter sees value in the proposed trial and does not see the potential reduction of parking space as an issue if the proposal is implemented.	No		The submitter sees value in the proposed trial and does not see the potential reduction of parking space as an issue if the proposal is implemented.
003	Alison McLellan		The submitter is expressing concern about the proposed changes to parking on Esk Street, particularly regarding disabled taxi parks. They suggest that Esk Street should be closed off entirely for general traffic and reserved exclusively for disability and delivery parking. The submitter highlights the presence of the only Westpac Branch on Esk Street and notes that many elderly residents are unwilling to use the Central City car parking building. They propose surveying elderly citizens about these parking changes through the next rates demands.	Yes		The submitter is expressing concern about the proposed changes to parking on Esk Street, particularly regarding disabled taxi parks. They suggest that Esk Street should be closed off entirely for general traffic and reserved exclusively for disability and delivery parking. The submitter highlights the presence of the only Westpac Branch on Esk Street and notes that many elderly residents are unwilling to use the Central City car parking building. They propose surveying elderly citizens about these parking changes through the next rates demands. Council has a continuous examination of the effectiveness of on-street parking controls. Currently, Council is working with the disability community to review the placement and efficacy of disability parking in the city, as an example. The question of Esk Street parking is a complex one. The parking facility in the mall has sufficient parking to accommodate shoppers, but it is acknowledged that accommodating couriers, taxis as well as other regular commercial traffic adds to that complexity. Council provides on-street parking facilities on the basis of demonstrated need, turnover and frontage use and will use that as the basis for decisions.
004	Tracy Peters		The submitter encourages proceeding with the trial, emphasizing the importance of discovering what might work and incorporating flexibility to allow for easy adjustments as needed. They advocate for a proactive and practical approach.	Yes		They encourage proceeding with the trial, emphasizing the importance of discovering what might work and incorporating flexibility to allow for easy adjustments as needed.
005	Darren May		Support the proposal and recommend closing off Esk Street to all traffic except for taxis and delivery service.			Support the proposal and recommend closing off Esk Street to all traffic except for taxis and delivery service.
006	Melanie magowan		The submitter is expressing frustration over the lack of disability parking in the city center. As a permanently disabled person, they often find the few available spaces are taken by non-disabled individuals without mobility cards. They call for stricter enforcement by wardens to prevent this misuse and to protect them from harassment when they legitimately use these spaces. They propose adding more disabled parking spots on the crescent, Dee Street, and Kelvin Street. They also mention that mobility taxi drop-offs are not a viable solution for them, as regular parking spaces are too small to accommodate their wheelchair needs.	Yes		The submitter is expressing frustration over the lack of disability parking in the city center. As a permanently disabled person, they often find the few available spaces are taken by non-disabled individuals without mobility cards. They call for stricter enforcement by wardens to prevent this misuse and to protect them from harassment when they legitimately use these spaces. They propose adding more disabled parking spots on the crescent, Dee Street, and Kelvin Street. They also mention that mobility taxi drop-offs are not a viable solution for them, as regular parking spaces are too small to accommodate their wheelchair needs.
007	Laura Pope	Te Whatu Ora	NPHS is supportive of ICC looking into safer parking options for those that have disabilities. they advocate for accessible streets, this aims to support a shift from private vehicles to more energy efficient, low-cost and healthier modes of transport like walking, cycling and public transport. they support the trial for disabled taxi parks and hope that in future it will be implemented into the parking bylaw.	Yes		Supports the proposal and hopsto see it integrated into the parking bylaw
008	Douglas Lindsay		They see no issues with the proposal	Yes		They see no issues with the proposal
009	M Edgar		The submitter is expressing concern about the limited number of car parks in Invercargill, arguing that allocating four parking spaces for taxis is excessive given the small number of taxis, especially mobility taxis, in the area. They suggest widening the existing taxi rank outside H & J's instead.			The submitter is expressing concern about the limited number of car parks in Invercargill, arguing that allocating four parking spaces for taxis is excessive given the small number of taxis, especially mobility taxis, in the area. They suggest widening the existing taxi rank outside H & J's instead.
010	Carolyn Weston		Emphasise the importance of the trial and state that the results from this can be used by other Council for similar initiatives			Emphasise the importance of the trial and state that the results from this can be used by other Council for similar initiatives

A5434377

**Respondent No:** 20**Login:** Anonymous**Email:** n/a**Responded At:** Jun 27, 2024 15:46:05 pm**Last Seen:** Jun 27, 2024 15:46:05 pm**IP Address:** n/a

Q1. Name	Melvin Butler
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9810
Q5. Do you wish to present your submission in person?	Yes
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	No

Q8. What is your submission on the parking control bylaw?

I oppose the adoption of the Parking Control Bylaw 2024. Amendments to the bylaw that are opposed include: The Council Has Not Included Adequate Information to Inform the Special Consultative Procedure The Council's consultation materials have not included information to describe or explain the regulatory impact of the proposed bylaw. The consultation materials do not explain the privacy impacts of the bylaw provisions. Section 86 of the Local Government Act 2002 requires that the special consultative procedure must be used in order to make or amend a bylaw. That requires a statement of proposal to be prepared under section 83. A statement of proposal should explain the regulatory impact of the bylaw and also include a privacy impact assessment so that the public is fairly informed about the proposed bylaw. The Invercargill City Council has not included either assessment and therefore the special consultative process has not been conducted in accordance with the terms of the Local Government Act 2002. The Council may not make or amend this bylaw in the manner proposed as it has not adhered to the terms of the Local Government Act 2002 in making it. The Plate Entry Requirement is Not a Condition of Parking That Can be Reasonably Imposed Clause 6.3: All Drivers who Park a Vehicle in a Metered Parking Area must at the time of Parking, register the vehicle's number plate at a Parking Machine or through a Parking App. The registration of the Vehicle's number plate, at the time of Parking, is a condition of Parking in a Metered Parking Area regardless of whether payment is required for the period the Vehicle is Parked. The requirement to "register the vehicle's number plate" is restricting the use of a section of a road for parking to those that undertake a further "permitting" or "registration" process. A permitting or registration process is not provided for as a power of the Council in section 22AB (1) (m) – (v) of the Land Transport Act 1998. Therefore, requiring the registration of a "plate" for free parking is not a lawful purpose. Additionally, there is no signage available to define the metered parking area as requiring a condition that plates are registered. Apart from that it is unworkable for a person who is visiting Invercargill to be made aware of the requirement to register their "plate" when using a free vehicle park. There is no suitable signage prescribed under the traffic devices legislation to notify residents and visitors that they are parking in an area that requires registration of their plate. Every person has the right to use a road without an unreasonable restriction on their freedom of movement (section 18 New Zealand Bill of Rights Act 1990). The imposition of a license to use a free carpark is an unreasonable restriction that is not demonstrably justifiable (section 5). This proposed provision of the bylaw has the consequence of criminalising the lawful use of a free parking space as the infringement offence arises immediately that parking occurs. Criminalisation of the use a free park is contrary to the purpose and scope of the enabling legislation, which expressly states that Councils may provide for (Land Transport Act 1998 , Bylaws Act 1910 and the Local Government Act 2002). It suggests that the main purpose of the provision is to collect revenue in the form of infringement fines. The bylaw imposes an unfair and unworkable penalty

A5434377

regime Offences Clauses 16.1 (d) and Clauses 16.1 (i)(ii): Failure to comply with a condition imposed by the bylaw and also parking in a Metered Parking Area without registering the vehicle plate in the Parking System. Penalties 17.1 (b) – Fine amounts: The bylaw amendments mean that the fine for failing to enter your “vehicle plate” is \$40, whereas the fine for staying in the parking area longer than the paid period is \$12. The fine for using a “free” service is more expensive than that for paid parking. The fees imposed for fines are not within the scope of this consultation programme and therefore the Council does not have the jurisdiction to change the fines, it may only remove the provision that requires the registration of a “plate”. The bylaw uses unclear and ambiguous language such as “vehicle plates” or “number plates” A bylaw must use clear and unambiguous language. Clause 6.3 of bylaw has a requirement to “register the vehicle’s number plate”. However, at clause 16.1(i)(ii), the clause refers to “...without registering the vehicle plate...” New Zealand has “registration plates” (section 234 Land Transport Act 1998) not “vehicle plates” or “number plates”. The reference to a “vehicle plate” or a “number plate” does not refer to any vehicle licencing or registration system in use in New Zealand and is therefore language that is unclear and ambiguous as it does not describe NZ’s vehicle registration system. The bylaw is ultra vires because it is more restrictive than the empowering legislation (Land Transport Act 1998) The Land Transport Act 1998 definitions provide for a five minute “grace period” for a vehicle stopped or standing on a road. The Act does that by defining the meaning of “parking” as the stopping or standing of a vehicle in an area governed by a parking metre “...for any period exceeding five minutes.” If a vehicle pauses or stops for less than five minutes it is not considered as “parking”. The bylaw definition of “park, parked, parking” and the use of the term within the bylaw does not include the five minute “grace” period. It is intended to apply such that any stopping or standing of the vehicle is “parking”. This form of the bylaw definition means that the benefit of the five minute “grace period” of its empowering enactment is lost. The bylaw therefore intends to be more restrictive than its empowering legislation and is therefore ultra vires. Hearing I would like to be heard on my submission, and I would like my solicitor to speak at the hearing. I request 15 – 30 mins to speak to all topics. Conclusion It is my submission that the Council’s consultation process is flawed and that the bylaw in the form proposed is ultra vires as outlined above. Therefore, the bylaw should not be passed in the form proposed. The Council only has the scope to change to the bylaw by removing the terms objected to. If there is any other amendment proposed, it is out of scope and must be the subject of a special consultative procedure.

A5425319



Respondent No: 9

Login: Anonymous

Email: n/a

Responded At: Jun 12, 2024 12:19:20 pm

Last Seen: Jun 12, 2024 12:19:20 pm

IP Address: n/a

Q1. Name	Tracy Peters
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9812
Q5. Do you wish to present your submission in person?	Yes
Q6. Do you wish to receive emails about future consultations?	Yes
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes, with amendments
Q8. What is your submission on the parking control bylaw?	<p>Extend the over 80's Parking Permits to include People with Disabilities who travel by private vehicle who have a total Mobility Parking Permit and community service card. Parking Meter System - Issue a QR Code sticker to be placed on the windscreen of cars, that the Parking Wardens can scan, the QR Tag is prepaid parking for a period of time linked to the ICC so a customer can preload it or reload it. The advantages are, no more struggling with the parking meters, and customers can "pay for parking in advance by visiting the ICC office initially then use an app or visit ICC for top-ups" I want to speak in person regarding this.</p>

A5425353



Respondent No: 4

Login: Anonymous

Email: n/a

Responded At: Jun 12, 2024 12:57:03 pm

Last Seen: Jun 12, 2024 12:57:03 pm

IP Address: n/a

Q1. **Name** Tracy Peters

Q2. **Email**

[REDACTED]

Q3. **Contact Phone**

[REDACTED]

Q4. **Postcode** 9812

Q5. **Do you wish to receive emails about future consultations?** Yes

Q6. **Do you have any feedback on this proposal?**

Please go ahead with the Trial, lets find out what might work and build in some flexibility so that if we need to adjust it we can with out difficulty, lets be proactive and practical.

A5427974



Respondent No: 6

Login: Anonymous

Email: n/a

Responded At: Jun 24, 2024 13:28:05 pm

Last Seen: Jun 24, 2024 13:28:05 pm

IP Address: n/a

- Q1. **Name** Melanie magowan
-
- Q2. **Email** [REDACTED]
-
- Q3. **Contact Phone** [REDACTED]
-
- Q4. **Postcode** 9874
-
- Q5. **Do you wish to receive emails about future consultations?** Yes

Q6. Do you have any feedback on this proposal?

There are nowhere near enough disability parks in the city centre. I'm permanently disabled (left lower leg amputee). I rarely can get one of the few disabled parks there are now because they are more often than not, abused by general members of the public who don't hold a mobility card. They need better policing by wardens too, I hope that will help stop the general abuse I get from other judgemental members of the public when I (legitimately) park in a mobility parking space. I propose: a few disabled parks on the crescent, more dotted about on Dee st, and a few more on Kelvin St. (and that's just for starters.) Mobility taxi drop offs won't help IMO. And I can't park in any other streetside park because they are too tight size wise and I would then be unable to get my wheelchair out of the boot. Thanks for listening

A5395147



Respondent No: 1

Login: Anonymous

Email: n/a

Responded At: Jun 04, 2024 19:16:29 pm

Last Seen: Jun 04, 2024 19:16:29 pm

IP Address: n/a

Q1. Name	Luke Tempelaars
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9812
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	No
Q8. What is your submission on the parking control bylaw?	Dont change

A5395159



Respondent No: 2
Login: Anonymous
Email: n/a

Responded At: Jun 04, 2024 19:53:26 pm
Last Seen: Jun 04, 2024 19:53:26 pm
IP Address: n/a

Q1. Name	Wayne Leary
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9810
Q5. Do you wish to present your submission in person?	Yes
Q6. Do you wish to receive emails about future consultations?	Yes
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes, with amendments

Q8. What is your submission on the parking control bylaw?

We get rid completely of all parking control measures of except one. I suggest a free business area would be attractive to a majority of persons customers and visitors. These bylaws come about in an era when demand drove a need. That time has past. Persons don't have to visit a CBD to transact anything they can do it at home. In order to attract them to consider the alternative of visiting the city all barriers need removed.As I said there will be a need for one rule. There will be those who wont play the game. They will park outside there own business. Let there own staff park outside their business and really slow users of services who want to stay all day (8 hours) the fine should be one thousand dollars. The rest get free. As a rate paying shareholder in Invercargill central the convenience of covered might be a consideration for a continuation by the visitor for a limited time. But the attraction to the tenants of being able to offer free parking in the long term will insure survival. A change might as suggested create fear by the accountants as to the loss of revenue but consideration to the benefits of having a vibrant centre where people work and play. Will give a similar return but from a different lane. Vacant sites will become occupied. We need to work differently and think differently in a different age. Parking bylaws in current form are from an outdated time in my opinion.

A5395169



Respondent No: 3

Login: Anonymous

Email: n/a

Responded At: Jun 04, 2024 20:05:47 pm

Last Seen: Jun 04, 2024 20:05:47 pm

IP Address: n/a

Q1. Name	Robert boekhout
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9810
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes, with amendements
Q8. What is your submission on the parking control bylaw?	<p>Registration of vehicle for first 30min defeats purpose of 39min fee parking as the first 1-2min are spent entering details. Keep 30min free, then enforce but do not require people to activate the meter! From a council perspective I expect you may have failed to roll out the new smart meters with considering this point. If you now need to put occupancy sensors on each spot that's on you to address, don't create wasted time for the parking spot users. Please consider the spirit in which first 30min intended and make that happen I think it's quite clear</p>

A5395180



Respondent No: 4

Login: Anonymous

Email: n/a

Responded At: Jun 04, 2024 20:14:20 pm

Last Seen: Jun 04, 2024 20:14:20 pm

IP Address: n/a

Q1. Name	Sarah
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9810
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes, with amendments
Q8. What is your submission on the parking control bylaw?	Change the whole thing

A5247958



Respondent No: 5

Login: Anonymous

Email: n/a

Responded At: Jun 10, 2024 16:41:52 pm

Last Seen: Jun 10, 2024 16:41:52 pm

IP Address: n/a

Q1. Name	Matthew Brown
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9812
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	Yes
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes, with amendments
Q8. What is your submission on the parking control bylaw?	<p>The meters need to be fixed so they operate 100% of the time. The past few times I have parked in town the meter has been out of service, turned off, or it wouldn't accept my plate, I could only type M but then wouldnt let me type the rest. I don't want to be ticketed for your faulty system. Have an option to log-out of the system. If I only spend 10 minutes parked, I don't see why I cant use my other 20 minutes somewhere else in the city later in the same day if I'm allowed to park for 30 minutes for free?</p>

A5425306



Respondent No: 6

Login: Anonymous

Email: n/a

Responded At: Jun 10, 2024 16:45:53 pm

Last Seen: Jun 10, 2024 16:45:53 pm

IP Address: n/a

Q1. Name	Ben Finn
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9812
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	Yes
Q7. Do you support the changes to the Parking Control Bylaw? (	No
Q8. What is your submission on the parking control bylaw?	<p>My submission is that someone shouldn't have to waste up to 5 minutes typing in their registration etc if only parking for less than 30 minutes. It's free anyway so why do you need them to register? Makes no sense and once again just slows everyone down.</p>

A5425310



Respondent No: 7

Login: Anonymous

Email: n/a

Responded At: Jun 10, 2024 17:29:33 pm

Last Seen: Jun 10, 2024 17:29:33 pm

IP Address: n/a

Q1. Name	William Newman
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9812
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	Yes
Q7. Do you support the changes to the Parking Control Bylaw? (	No
Q8. What is your submission on the parking control bylaw?	not answered

A5427962



Respondent No: 8
Login: Anonymous
Email: n/a

Responded At: Jun 10, 2024 20:40:27 pm
Last Seen: Jun 10, 2024 20:40:27 pm
IP Address: n/a

- Q1. **Name** Diana van Buren Lantz

- Q2. **Email** [REDACTED]

- Q3. **Phone Number** [REDACTED]

- Q4. **Post Code** 9812

- Q5. **Do you wish to present your submission in person?** No

- Q6. **Do you wish to receive emails about future consultations?** Yes

- Q7. **Do you support the changes to the Parking Control Bylaw? (** Yes, with amendments

Q8. What is your submission on the parking control bylaw?

My concern is related to a personal experience I had with a parking meter /kiosk at the time of the Burt Monroe challenge. I went to the kiosk to log in my plate as I knew my appointment would last an hour or more. After tapping it NUMEROUS times, it refused to open. I even took a photo of me trying to open it to complete my payment. No, I did not walk a block to use another kiosk. (Why should I have to, especially if I'm disabled?) And of course, there was a ticket waiting for me when I returned. I was incensed because I had TRIED to pay. I disputed the charge but my argument was refused because I "could have used the app." That response is discriminatory against anyone (but especially elderly people) who does not have a mobile phone. I subsequently downloaded the app but it's not user friendly and I shouldn't be FORCED to use an app I don't know, want or like..... but my basic argument is that not everyone carries a mobile phone, nor be discriminated against for not doing so.....

A5427960



Respondent No: 10

Login: Anonymous

Email: n/a

Responded At: Jun 21, 2024 12:15:46 pm

Last Seen: Jun 21, 2024 12:15:46 pm

IP Address: n/a

Q1. Name	fgsdg
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	6546
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	No
Q8. What is your submission on the parking control bylaw?	yutu

A5427966



Respondent No: 11

Login: Anonymous

Email: n/a

Responded At: Jun 24, 2024 13:27:42 pm

Last Seen: Jun 24, 2024 13:27:42 pm

IP Address: n/a

Q1. Name	Jarrod
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9810
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes, with amendments
Q8. What is your submission on the parking control bylaw?	<p>Something needs to be done in regards to the parking outside of the take away ships on dee St from 5pm to 10pm as the delivery easy drivers just pull up and turn there hazzard lights on where ever the can fit their vehicle and people double park on both sides of the road when 10 Min parks from 5 to 9 could help fix this as its rather dangerous to people driving along dee St in a proper lane</p>

A5427964



Respondent No: 12

Login: Anonymous

Email: n/a

Responded At: Jun 24, 2024 13:30:14 pm

Last Seen: Jun 24, 2024 13:30:14 pm

IP Address: n/a

Q1. Name	Tiffany
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	981"
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	Yes
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes, with amendments
Q8. What is your submission on the parking control bylaw?	<p>If this is just an opinion/suggestion forum.. I suggest removing the "zones" and just having one "Paid Parking" option. On the app it can confusing which one to select, especially if you've walked away from your car before remembering to pay. I've also bumped into many older members of the community, especially on Don St, extremely confused which area to pay for, or what zone they're in. It's not clear enough, you almost need to think "how easy would the oldest member of our community find this" and work backwards.</p>

A5428192



Respondent No: 13

Login: Anonymous

Email: n/a

Responded At: Jun 24, 2024 18:22:28 pm

Last Seen: Jun 24, 2024 18:22:28 pm

IP Address: n/a

Q1. Name	Lianne Kooiman
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9879
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	No
Q8. What is your submission on the parking control bylaw?	<p>Make parking in Forth Street (between Clyde Street and Nith Street) free again. When it was free all day parking this area was used a lot by people who work in town. Now it is pretty much not used at all. Obviously people who used to park there don't want to pay for their parking and have found free parking somewhere else. This is a lose-lose situation. You don't get any money from parking fees and people have to go out of their way to find free all day parking elsewhere.</p>

A5428188



Respondent No: 14

Login: Anonymous

Email: n/a

Responded At: Jun 24, 2024 21:15:12 pm

Last Seen: Jun 24, 2024 21:15:12 pm

IP Address: n/a

Q1. Name	Rachel
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9810
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes, with amendments
Q8. What is your submission on the parking control bylaw?	<p>Please help people find affordable work parking outside the main/immediate CBD area. With our public transport so infrequent, people just cannot use it if they work in town. The recent changes spread the enforcement area and made it very difficult. I agree parking shouldn't be free in the CBD as otherwise workers will just park outside the retail shops and that's not fair on shoppers. But give workers a break, let them buy a weekly pass or something at a great discounted rate. We all gotta exist in the shop local eco system</p>

A5428186



Respondent No: 15

Login: Anonymous

Email: n/a

Responded At: Jun 24, 2024 22:04:00 pm

Last Seen: Jun 24, 2024 22:04:00 pm

IP Address: n/a

Q1. Name	Melissa Todd
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9810
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	Yes
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes, with amendments
Q8. What is your submission on the parking control bylaw?	Making Esk for disable parking and courier/delivery drivers only

A5428190



Respondent No: 16

Login: Anonymous

Email: n/a

Responded At: Jun 25, 2024 07:44:13 am

Last Seen: Jun 25, 2024 07:44:13 am

IP Address: n/a

Q1. Name	Morgan
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9812
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes, with amendments
Q8. What is your submission on the parking control bylaw?	<p>I think the time on free parking on tay street in front of SIT buildings should be extended. There is not enough parking for students elsewhere and many classes go longer than the current 90 minutes. And it is hard for students to move their cars while in class.</p>

A5434379



Respondent No: 17

Login: Anonymous

Email: n/a

Responded At: Jun 25, 2024 20:51:15 pm

Last Seen: Jun 25, 2024 20:51:15 pm

IP Address: n/a

Q1. Name	Vanessa
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9810
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	No
Q8. What is your submission on the parking control bylaw?	<p>Make free parking,we are at a cost of living crisis people can't afford to shop pay for petrol too run a car then go pay to park in the city, also of you want to condors at lest in the weekend's have a free parking to get more foot traffic in the mall ect and even just to enjoy our city. Also the new parking machine's are not great to work in the weather, maybe try to condors the elderly who possibly can't work this sort of technology.</p>

A5434381



Respondent No: 18

Login: Anonymous

Email: n/a

Responded At: Jun 26, 2024 15:25:28 pm

Last Seen: Jun 26, 2024 15:25:28 pm

IP Address: n/a

Q1. Name	mickey mouse
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	1111
Q5. Do you wish to present your submission in person?	Yes
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	No
Q8. What is your submission on the parking control bylaw?	safdasdf

A5434385



Respondent No: 19

Login: Anonymous

Email: n/a

Responded At: Jun 26, 2024 23:59:06 pm

Last Seen: Jun 26, 2024 23:59:06 pm

IP Address: n/a

Q1. Name	Michele & Chris Harvey
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9810
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	Yes
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes, with amendments

Q8. What is your submission on the parking control bylaw?

Kia Ora, Our submission would be to have a clause to the rules over a Motorhome being parked permanently outside a residential property. These motor homes due mainly to their height cause blindspots for oncoming traffic and create bottle necks on our residential streets. Our concerns are very much around the safety aspect particularly on the legal height requirements. We have had a number of near misses on a personal level due to our neighbor's motor home permanently being parked out on the street. It's been suggested we reverse into our driveway but because of the height of the vehicle, we do not have full vision of the oncoming vehicles by either driving out forwards or reversing out of our driveway. We feel it's a accident waiting to happen.... We believe there needs to be a better clarification on this bylaw. Are we keeping up with the play with other council's traffic bylaws in the country??? Most owners of these vehicles are responsible to store their motor homes in a paid facility or park them on their own properties but there are a few that bend the bylaw to their advantage. More clarity to the parking bylaw would be an asset to public safety. Thank you for reading our submission. Nga Mihi Chris and Michele Harvey

A5434375



Respondent No: 21

Login: Anonymous

Email: n/a

Responded At: Jun 28, 2024 11:43:17 am

Last Seen: Jun 28, 2024 11:43:17 am

IP Address: n/a

Q1. Name	M Edgar
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9812
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	Yes
Q8. What is your submission on the parking control bylaw?	

(Amendments is spelt wrong in question 7). I support changes and current pricing structure as \$3 for 2hrs encourages turnover and enforcement provides jobs.

A5434383



Respondent No: 22

Login: Anonymous

Email: n/a

Responded At: Jun 29, 2024 09:25:19 am

Last Seen: Jun 29, 2024 09:25:19 am

IP Address: n/a

Q1. Name	Mel
Q2. Email	[REDACTED]
Q3. Phone Number	[REDACTED]
Q4. Post Code	9831
Q5. Do you wish to present your submission in person?	No
Q6. Do you wish to receive emails about future consultations?	No
Q7. Do you support the changes to the Parking Control Bylaw? (	No
Q8. What is your submission on the parking control bylaw?	<p>I have no idea what the proposed changes are for parking control bylaw because the question posed on facebook was about what people think needs to be changed with parking rules, so thats what ny comment is about. If you want people to use these kiosks, have more of them so they are easily accessible where people are parked (yeah, like parking meters were). Currently its not uncommon for people have to cross the road and walk over half a block in the opposite direction to use a kiosk to activate their 'free 1/2 hour of parking', then walk back, do the 2 minite job they came to to, and walk back to the kiosk again after doing their 2 minute job, so they can still use their 1/2 hour of free parking to do the same for their next 2 minute job, then repeat. Signage is sparse so hard to determine when the kiosk is half a block away on the other side of the road whether it is a pay park or not. Not a user friendly system at all and a determining factor in whether to go in to town at all. I am fortunate to have Invercargill and Gore both as options with similar travel distances, and most the time I choose to go to Gore because parking is much easier</p>

A5432487

Form 5

Submission on notified bylaw

Clause 6 of Schedule 1, Resource Management Act 1991

To: Invercargill City Council
Submission on: Parking Control Bylaw 2024
Name of Submitter: Fire and Emergency New Zealand (Fire and Emergency)

This is a submission on the proposed Parking Control Bylaw 2024.

The proposed bylaw will repeal the existing Parking Control Bylaw 2022. The proposed bylaw seeks amendments around clarifying definitions and some language including a clearer description of the charging process, including the requirement that all vehicles need to be registered into the system even if they are planned to be there less than 30 minutes.

Fire and Emergency could not gain an advantage in trade competition through this submission.

Fire and Emergency is directly affected by an effect of the subject matter of the submission that—

- a. *adversely affects the environment; and*
- b. *does not relate to trade competition or the effects of trade competition.*

The specific provisions of the proposal that Fire and Emergency's submission relates to are:

- *Referencing to Fire and Emergency New Zealand in bylaw.*
- *Wording of Clause 12: Exempt Vehicles.*
- *Reinstatement of Exemptions Clause as exists in soon-to-be repealed Invercargill City Council Parking Control Bylaw 2022.*

Fire and Emergency's submission is:

In achieving the sustainable management of natural and physical resources under the Resource Management Act 1991 (RMA), decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment.

The risk of fire represents a potential adverse effect of low probability but high potential impact. Fire and Emergency has a responsibility under the Fire and Emergency New Zealand Act 2017 to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency has an interest in the land use provisions of the District Plan to ensure that, where necessary, appropriate consideration is given to fire safety and operational firefighting requirements.

In order for Fire and Emergency to achieve their principle objective which includes reducing the incidence of unwanted fire and the associated risk to life and property, protecting and preserving life, and preventing or limiting injury, damage to property land, and the environment, Fire and Emergency requires adequate water supply be available for firefighting activities; and adequate access for new developments and subdivisions to ensure that Fire and Emergency can respond to emergencies.

A5432487

Fire and Emergency support the objective of the proposed parking bylaw to control parking activities and ensure parking is enforced to protect and enhance the safety and enjoyment of the public, while providing a clear understanding of the use of roads and public walkways as well as parking restrictions.

Fire and Emergency

Fire and Emergency propose that all instances within the proposed bylaw where 'Fire Service' has been used, we respectfully seek that it be changed to 'Fire and Emergency New Zealand'. This amendment is proposed to recognise and reflect Fire and Emergency New Zealand's official title.

Exempt Vehicles

The proposed parking bylaw includes a clause which exempts the driver or person in charge of a fire vehicle (when attending a fire) from any parking fees in parking spaces. The proposed exempt vehicle clause is displayed below:

12. Exempt Vehicles

12.1 The driver or person in charge or any of the following Vehicles may Park free of charge in any parking space:

- b) A vehicle used by the fire service for attendance at fires, and which is at the time attending a fire or responding to a fire alarm.

Fire and Emergency are supportive of this clause as it ensures that's Fire and Emergency will not be subject to onerous parking fines when responding to fires or responding to a fire alarm.

In order to further achieve their principle objective, Fire and Emergency propose amendments to b) of Clause 12 to also provide for false fire alarms, medical events, motor vehicle events, and other emergencies. Accordingly, b) of Clause 12 would therefore read:

- b) A vehicle used by Fire and Emergency for attendance at emergency events including: fires, false alarms, medical events, motor vehicle accidents, and other emergencies

Repealed Exemption

The repealed 2022 Invercargill City Council Parking Control Bylaw included a 'final' exemptions clause which stated that 'No restriction in this Bylaw applies to emergency vehicles being used in an emergency, including medical practitioners such as doctors, district nurses and midwives who are attending an emergency.' This exemption clause would have allowed for Fire and Emergency to park in metered parking areas, mobility parks, reserved parking spaces, bus stops, planted areas, footpaths, medians, traffic islands and service lanes if required when responding to an emergency.

Fire and Emergency do not support the removal of this clause in the updated parking control bylaw. The proposed 2024 bylaw has seen several changes, including the removal of this overarching exemption clause, which restricts exemptions to parking spaces only. Therefore, when responding to a fire emergency, fire appliances would no longer be provided exemptions that allow for parking in bus stops, planted areas, footpaths, medians, traffic islands and service lanes. This may impact Fire and Emergency's ability to achieve their principle objective, especially when access to adequate water supply or proximity to an emergency might be impeded by the proposed bylaw.

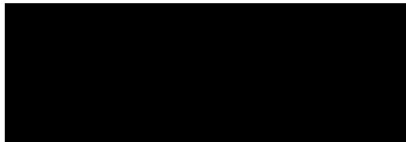
A5432487

Fire and Emergency seek the following decision from the local authority:

- Replace 'Fire Service' with 'Fire and Emergency New Zealand' in the bylaw document.
- Amend Clause 12 b) to provide for false fire alarms, medical events, motor vehicle events, and other emergencies.
- Reinstate repealed Exemptions Clause as it exists in the 2022 Parking Control Bylaw

Fire and Emergency does not wish to be heard in support of its submission.

If others make a similar submission, Fire and Emergency will consider presenting a joint case with them at a hearing.



Signature of person authorised to sign on behalf of
Fire and Emergency

Date:	26/06/2024
Electronic address for service of person making submission:	[Redacted]
Telephone:	[Redacted]
Postal address:	ANZ Centre, Level 2, 267 High Street, ANZ Centre 267 High Street, Christchurch Central City, Christchurch 8011
Contact person:	Louisa Armstrong

A5425349



Respondent No: 1

Login: Anonymous

Email: n/a

Responded At: Jun 10, 2024 16:37:21 pm

Last Seen: Jun 10, 2024 16:37:21 pm

IP Address: n/a

Q1. **Name** Des Collins

Q2. **Email**



Q3. **Contact Phone**



Q4. **Postcode** 9810

Q5. **Do you wish to receive emails about future consultations?** Yes

Q6. **Do you have any feedback on this proposal?**

I support the provision of more disabled parks. I believe there needs to be improved enforcement of such parks as at present non card holders use them regularly

A5425355



Respondent No: 2

Login: Anonymous

Email: n/a

Responded At: Jun 10, 2024 17:44:22 pm

Last Seen: Jun 10, 2024 17:44:22 pm

IP Address: n/a

Q1. Name	Blake Prattley
Q2. Email	[REDACTED]
Q3. Contact Phone	[REDACTED]
Q4. Postcode	9812
Q5. Do you wish to receive emails about future consultations?	No
Q6. Do you have any feedback on this proposal?	I believe that this will be a useful trial for our disabled community, and if successful, then the amount of parks reduced is so low that I don't believe it would be a problem.

A5425357



Respondent No: 3

Login: Anonymous

Email: n/a

Responded At: Jun 11, 2024 15:18:14 pm

Last Seen: Jun 11, 2024 15:18:14 pm

IP Address: n/a

Q1. Name	Alison McLellan
Q2. Email	[REDACTED]
Q3. Contact Phone	[REDACTED]
Q4. Postcode	9810
Q5. Do you wish to receive emails about future consultations?	Yes
Q6. Do you have any feedback on this proposal?	<p>Does this mean that cars are no longer able to use these proposed disabled taxi parks. I think we as a city could look at having the whole of Esk St closed off, using it for disability and delivery parking only, especially now that the only Westpac Branch is in Esk St and most of our elderly population WILL NOT USE the Central City car parking building. Perhaps you should be surveying and asking the elderly citizens via the next rates demands on this matter.</p>

A5425351



Respondent No: 5

Login: Anonymous

Email: n/a

Responded At: Jun 20, 2024 14:01:04 pm

Last Seen: Jun 20, 2024 14:01:04 pm

IP Address: n/a

Q1. Name	Darren May
Q2. Email	[REDACTED]
Q3. Contact Phone	[REDACTED]
Q4. Postcode	9879
Q5. Do you wish to receive emails about future consultations?	No
Q6. Do you have any feedback on this proposal?	Agree we need these disabled drop-off points. Furthermore Esk St should be closed to all traffic except deliveries and taxis.

A5435353



Respondent No: 7

Login: Anonymous

Email: n/a

Responded At: Jun 25, 2024 15:42:18 pm

Last Seen: Jun 25, 2024 15:42:18 pm

IP Address: n/a

Q1. Name	Laura Pope
Q2. Email	[REDACTED]
Q3. Contact Phone	[REDACTED]
Q4. Postcode	9810
Q5. Do you wish to receive emails about future consultations?	Yes
Q6. Do you have any feedback on this proposal?	<p>NPHS is supportive of ICC looking into safer parking options for those that have disabilities. We encourage of accessible streets, this aims to support a shift from private vehicles to more energy efficient, low-cost and healthier modes of transport like walking, cycling and public transport. We support the trial for disabled taxi parks and hope that in future it will be implemented into the parking bylaw.</p>

A5435347



Respondent No: 8

Login: Anonymous

Email: n/a

Responded At: Jun 26, 2024 13:17:09 pm

Last Seen: Jun 26, 2024 13:17:09 pm

IP Address: n/a

Q1. Name	Douglas Lindsay
Q2. Email	[REDACTED]
Q3. Contact Phone	[REDACTED]
Q4. Postcode	9810
Q5. Do you wish to receive emails about future consultations?	Yes
Q6. Do you have any feedback on this proposal?	Ni issues

A5435349



Respondent No: 9

Login: Anonymous

Email: n/a

Responded At: Jun 28, 2024 11:37:59 am

Last Seen: Jun 28, 2024 11:37:59 am

IP Address: n/a

Q1. **Name** M Edgar

Q2. **Email**



Q3. **Contact Phone**



Q4. **Postcode** 9812

Q5. **Do you wish to receive emails about future consultations?** No

Q6. **Do you have any feedback on this proposal?**

There are not enough carparks as it is and four seems too many when we don't have that many taxis in Invercargill, let alone mobility ones. Why not widen the existing taxi rank outside H & Js?

A5435351

Proposed Disability Taxi Park Trial

We have heard that it can be difficult for our disabled community to access our city centre. Council is proposing a trial late in 2024 or early 2025 to convert a number of parking spaces to larger-sized taxi drop-off zones for the exclusive use of people with disabilities.



These are proposed for the following four key locations:

- 37 Gala St (outside Work and Income)
- 50-54 Esk St (outside Whitcoulls Invercargill)
- 30 Dee St (outside Speights Alehouse)
- 89 Spey St (outside Needle Exchange SHRP)

There is no proposed change to the Parking Control Bylaw at this time, but if the trial is successful this could require a further change in the future. If this trial is successful, making the change permanent would reduce the available standard parks by 8.

I have some questions. How can I get further detail?

We are holding a parking drop-in event at Invercargill Public Library on Thursday 6 June between 11am – 2pm.

You can contact us via email: Policy@icc.govt.nz

How can I have my say?

Submissions can be made online, via email to policy@icc.govt.nz, via post or at a submission box which are located at Te Hinaki - Civic Administration Building, Library, Bluff Service Centre.



Submissions are due by 5pm, 28 June 2024.



Make a submission

letstalk.icc.govt.nz



Share your thoughts on the Proposed Disability Taxi Park Trial

Personal details

Full name: Carolyn Weston (Required)

Email: [Redacted] (Required)

Contact Phone: [Redacted] (Required) Postcode: 9812 (Required)

1. Do you have any feedback on this proposal?

*It is important everyone is kept safe so this trial is issential and if you record findings other cities could benefit as well
Note this print is too small for some of us to read.*

Please attach extra sheets of paper if required.

2. Do you want to receive emails about future consultations? Yes No

Email address above all one word lower case.

Parking Control Bylaw Feedback 2024

A5450051

TABLED AT
09 JUL 2024
MEETING

Dear Sir/Madam

Re: Disabled Parking

I just read in the news paper (9th July 2024) that you are investigating the possibility of adding four new disability parks around town. I believe this is great as I am disabled and i can hardly find a park any where the area we want to go shopping.

A lot of the time when i want to go shopping, i find that the park is full, and the actual car is not showing any disability card. Very annoying.

When this comes up for discussion, can you please think about making a sign "**Noncard Holders Will Be Fined**" to go under the disability park sign and should be added to all existing disability signs.

As well as that and if it goes ahead can you think about adding a drop kerb at the end of the parking area so wheelchairs don't have to push along the street till they find a drop kerb.

Kind Regards

Lynette Olsen
34 Ottrey Street
Invercargill

027 2311 811