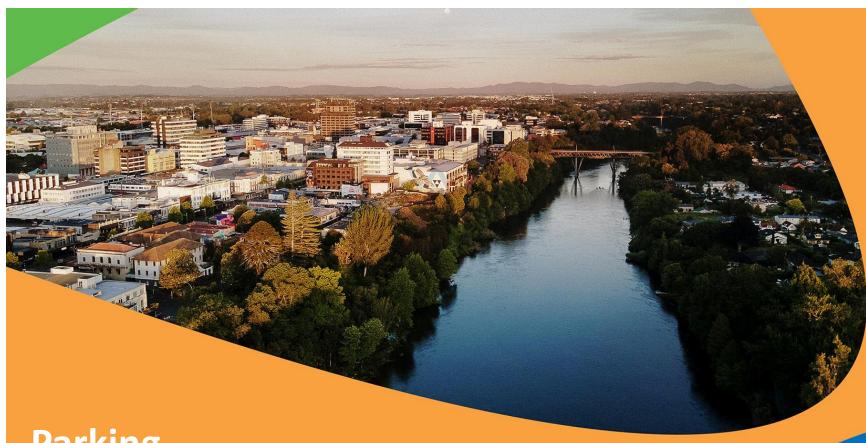
4 June 2025

Time	Topic and Purpose	Presenter(s)	Format	Time allocated
11.15am	Parking Workshop	Gordon Naidoo,	Open	90 Minutes
	The purpose of this session is for staff to present a number of parking related items to Elected	Martin Parkes		
	Members and allow for Members to ask any parking related questions they may have. This was			
	requested at the previous Infrastructure and Transport Committee Meeting in March 2025.			
Break 12.45pm				
1.30pm	Parking Workshop – Continued	Gordon Naidoo,	Open	60 Minutes
	The purpose of this session is for staff to present a number of parking related items to Elected	Martin Parkes		
	Members and allow for Members to ask any parking related questions they may have. This was			
	requested at the previous Infrastructure and Transport Committee Meeting in March 2025.			
2.30pm	Public Transport	Martin Parkes,	Open	90 Minutes
	The purpose of this session is for members to discuss with staff and representatives from	WRC Representatives		
	Waikato Regional Council, the options for public transport as requested in a previous			
	resolution from the Infrastructure and Transport Committee Meeting.			
	SESSION ENDS 4.00pm			



Parking

4 June 2025

Gordon Naidoo and Martin Parkes



What we've heard from Elected Members

- Can we make the system easier?
- Can we simplify charges?
- Can we change to one zone and one pricing?
- Can we improve the payment options?
- Can we improve signage and add more kiosks?
- What's approach to infringements/warnings?
- Other matters?

What we're aiming for

- To maximise the use of existing parking resources for the benefit of businesses in the central city.
- To prioritise parking for those with the greatest needs.
- To ensure the costs of parking provision are fairly distributed through fees and charges i.e. parking pays for parking.
- Evidence-established decisions about parking management based on data and research.
- To create a positive and convenient parking experience for users.
- A system that easy to understand and easy to use.

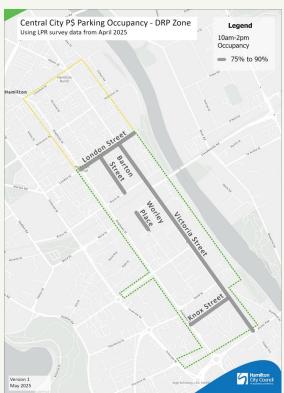
What we know

- Previous system made it difficult to find a parking space lack of turnover
- Aim is for 85% occupancy = 1 in every 7 parking spaces is available
- Managing demand improves occupancy and encourages turnover
- Demand responsive pricing is a mechanism for achieving this.
- Council manages approximately 22% of parking spaces in the central city of which 5% are short stay, paid parking spaces

What we know since LTP changes- 1 October 2024?

Here's what our data is telling us

- Aim is to achieve 85%
- Examples where occupancy is between 75% and 90% from 10am - 2pm
 - o London St
 - Victoria St
 - o Barton St
 - o Worley Pl
 - o Knox St

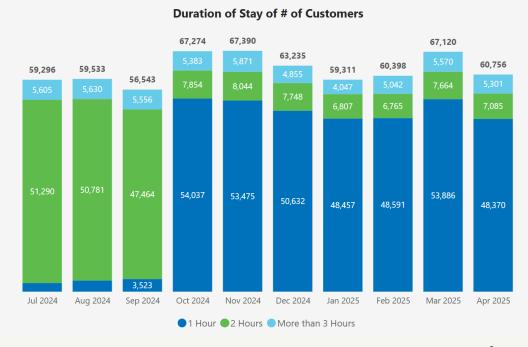


30 May 2025 Presentation title

What we know - changes in behaviour

No decrease in events, and shorter stays

- Number of stays/registrations is steady or increasing
- Length of stay is decreasing
- Higher turnover of parking spaces is good for businesses
- On-street spaces for short term stays (1 to 2 hours)
- Off-street spaces for longer stays (2 hours+) - Garden Place & other parking buildings)



30 May 2025 6

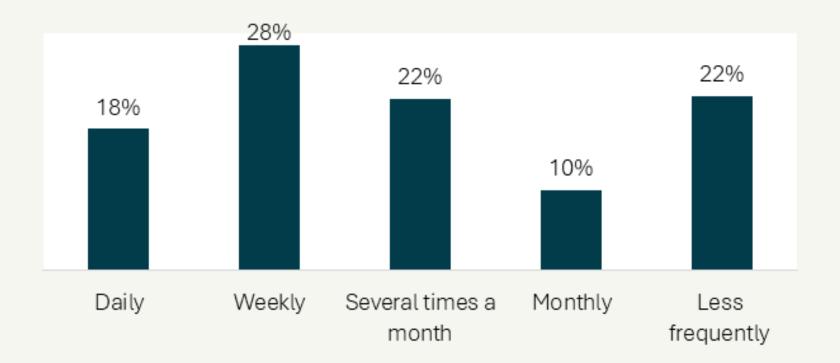
What we've heard from the public

- We want to understand challenges with the new parking system, so we surveyed the public
- 337 people were interviewed face-to-face between Monday 12
 May and Saturday 17 May 2025 Green & Yellow Zones
- Results are still being analysed a high-level update (full report to be provided to Elected Members in due course)

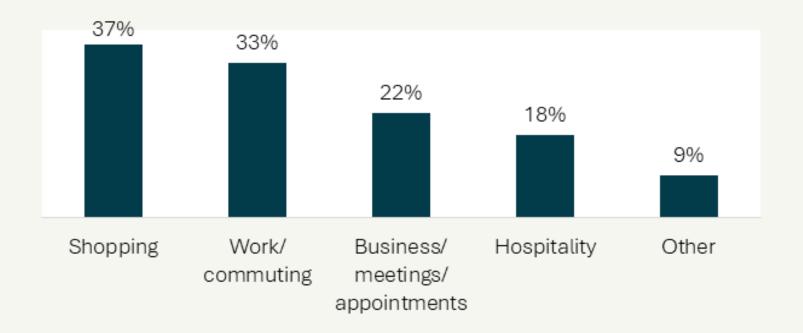
30 May 2025 7

- 81% of people find the new parking system easy (42%) or very easy (39%) to use 273 people interviewed
- 19% of people find the parking system difficult (12%) or very difficult (7%) to use 64 people interviewed
- 5% of people did not register their vehicle on the day they were interviewed
- Reasons for not registering didn't know they needed to; thought it was free; only parked for a few minutes; used private parking; only just arrived (plus a few others).

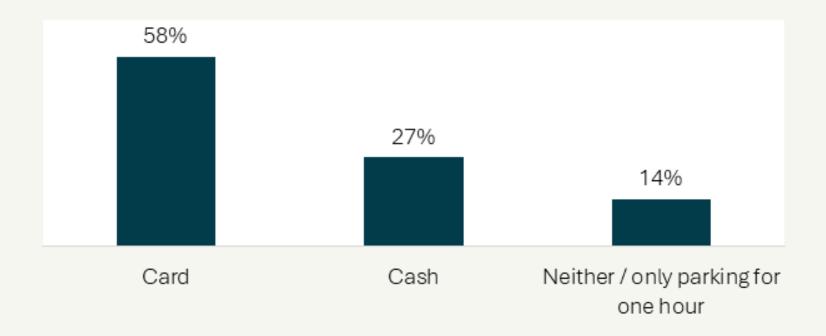
30 May 2025 8



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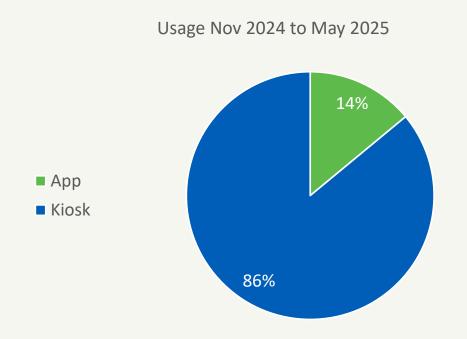


30 May 2025



App and kiosk usage

Data suggests we need to focus on ease of use for kiosks



- Of the 19% from the survey who said parking was difficult, the comments about the kiosks included:
 - Hard to find
 - Confusing to use
 - Not always working
 - Not enough of them

30 May 2025

Potential Quick Wins for 2025/26

- Install more kiosks
- Install tap n go 'virtual' meters
- Install 'Pay Here' signs
- Review messaging on kiosks
- Review registration process
- On-going education
- Partnerships- Private providers



Enforcement

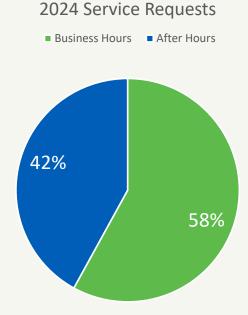
Overview

- The team and what we do:
 - 12 frontline staff rostered on Monday-Saturday doing regular patrols; supported by 4 office-based staff
 - Focus is on foot patrols of central city and LPR rounds
 - We have one roving Parking Officer responding to reports of illegal parking outside the central city

Enforcement – hours of operation

Opportunities and limitations

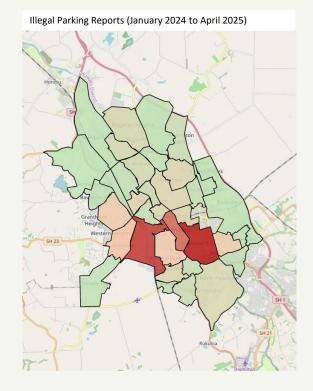
- Officer hours are 8am 5:30pm, with option of overtime
- Scenarios where illegal parking can occur outside of business hours:
 - Central city
 - Sport games and training
 - Events



Responding to illegal parking reports

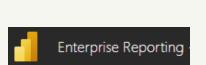
Opportunities and limitations

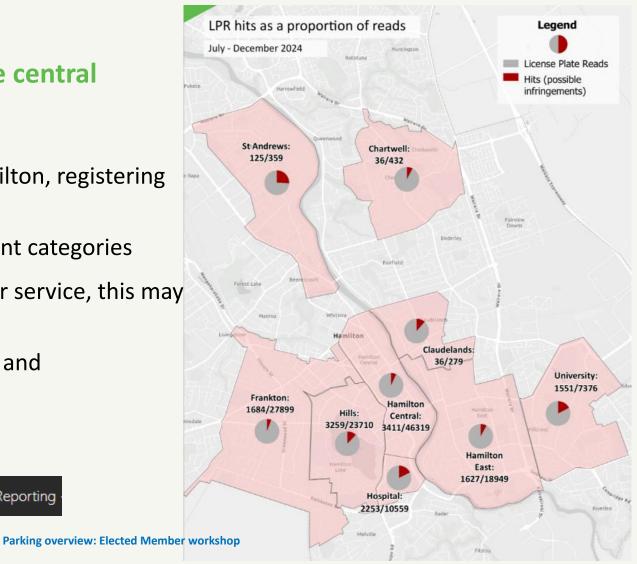
- One roving Parking Officer
- 400 illegal parking reports per month
- Rapid response is critical for dangerous/illegal parking
- It is common for the vehicle to be gone by the time an officer arrives at the location



Illegal parking outside the central city

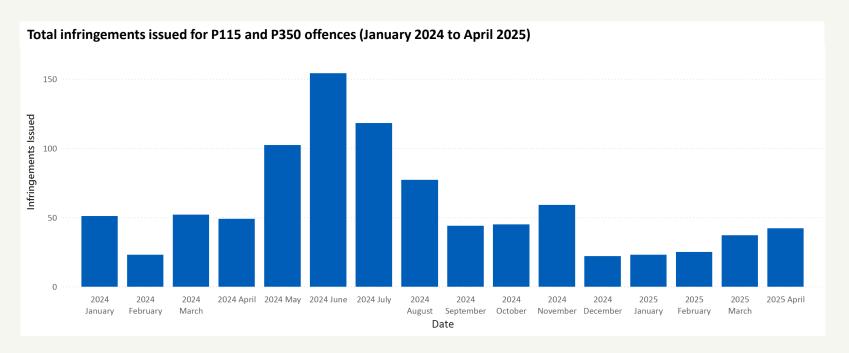
- LPR cars do runs across Hamilton, registering 'reads' and 'hits'
- Over 40 different infringement categories
- Public can place a request for service, this may be reporting an offence
- We can have a look at CRMS and infringements reporting.





Footpaths, cycle lanes and berms

Notable increase during winter



30 May 2025

Managing parking

Large events and sport activities

- To manage parking when putting on large events, Council uses Temporary Traffic Management and works to reduce congestion with park n ride/shuttle services
- Staff work with the community and smaller event organisers to ensure awareness and promote good parking and alternative transport options
- Annual education campaigns are run in preparation for winter sports:
 - Radio and social media on Council platforms shared with schools and clubs so that they can share on their Facebook pages
 - Posters/ Flyers to hand out to schools and sports
 - Corflute signage and decals in areas that have increased parking issues around this time.





Parking – Infringements & Warnings

Traffic Infringement Notices

- Parking Officers allow grace period of 28 days after the expiry of a WoF or Registration. If vehicle sighted within the 28 days a warning will be issued. If same vehicle is seen again within the 28 days, and it's already received a warning, then an infringement is issued
- Vehicle compliance that has expired longer than 28 days will receive an infringement no warning is given.
- Drivers are responsible to check WoF and Registration each time they use a vehicle.
- Warranties or insurances could expiry due to non-compliance

Parking Infringement Notices

- A parking officer can issue a warning notice for certain minor parking infractions. Warning notices are often used as a first step to encourage compliance and are recorded, so that if the same vehicle is seen violating parking regulations again, an infringement notice can be issued.
- Parking Officers ensure signs are legible, visible, and road markings are not faded or covered over. It is appropriate for an Officer to issue a warning notice if signs or markings are not compliant. They will log a service request for reinstatement or repair
- Warnings for parking infringements are given both verbally and written. Written warnings are retained in the system for up to 90 days, while verbal warnings are recorded against CRM jobs.

Other matters

Direction from EMs

- What else would Elected Members want see happen to improve parking?
- What reporting and frequency of reporting?
- Direction with enforcement outside of the city centre?
- Partnerships with private provides?

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Is the average occupancy based on occupancy between 9am-6pm? It's not clear how this is measured. Are there times of day that we often see the more popular streets 100% or close to 100% full?

The occupancy figures in the table are for 10am to 2pm weekdays. There were 10 days surveyed in May 2024 and 13 days surveyed in November 2024.

The attached plots show hourly occupancy by street. 10am-2pm generally captures the daytime peak but there are variations across the central city. Several streets have higher occupancy in



Data for parking and pedestrian counts

Our parking report that went to the Mach I&T Committee also has some additional information:

Infrastructure-and-Transport-Committee-Open-Agenda-11-March-2025-v2.pdf

Pedestrian movement

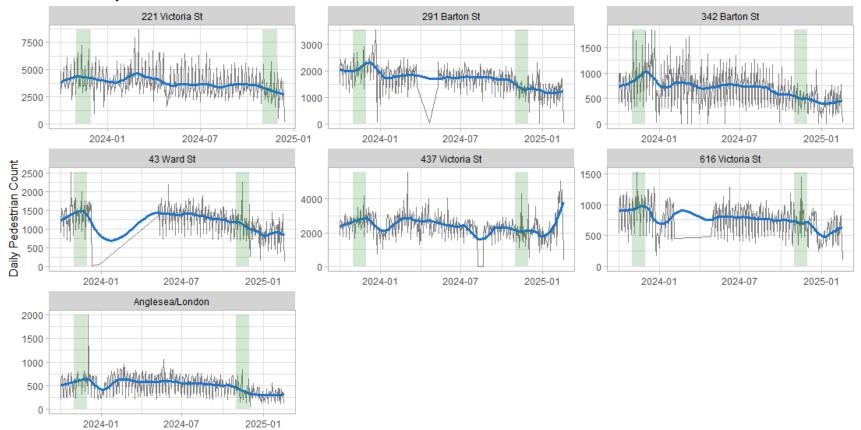
Between 2018 and 2023, Bellwether were the suppliers for pedestrian counters in the central city. 23 devices were deployed to monitor footfall patterns and trends. In 2023, council decided to end the contract with Bellwether and replace the counters with 'Pathways', developed by a local ITS provider. Pathways were deployed across the wider city and changing the central city devices enabled consistency across access of the data and the underlying technology.

This change resulted in the counts being incomparable at many locations. There were several reasons for this, such as wider coverage across the footpath with the replacement Pathways, or the Bellwether device being obscured. In addition, the Pathways are being progressively updated to 'Stridescopes'. This update improves counting accuracy and adds the ability to count mobility scooters. A comparison was made between Pathways and Stridescopes, ultimately finding that the data could not be compared at locations where the device was upgraded to a Stridescope.

Out of 23 counter locations in the central city, seven Pathways have been identified with reliable year-on-year data and without a Stridescope upgrade. These are used in Figure 5 below.

Figure 5: Pedestrian count trends at selected central city sites (October 2023 to end 2024).

Central City Pedestrian Counts



Date

Key findings from the data in Figure 5 are summarised below:

- Central city pedestrian counts dropped 11.7% in between October 2023 and October 2024.
- This appears to be a gradual decline over the year, suggesting a more general downward trend in activity and one not impacted directly by parking changes.
- The change during business hours was more pronounced than outside of business hours.
- The change on Sunday, when parking fees do not apply, was like that of weekdays.
- The decline in counts is highest on Barton Street at –18%. Several large businesses closed on this street in 2023 JB Hi-Fi in July 2023, DTR in July 2023, and Torpedo7 in March 2024.
- October 2023 had one week of school holidays, while October 2024 had two weeks. Travel patterns and volumes change significantly during school holidays.

The table below shows the occupancy level of each street in the central city P\$ zone between May and November 2024. Occupancy overall was below 85% before the introduction of the paid second hour. However, certain individual streets were consistently near capacity (> 90%).

Table 1: Average % Occupancy for streets in the central city (snapshot May and November 2024).

	May	November
Green zone	86	78
Alexandra Street	87	76
Alma Street	85	82
Anglesea St (Central/South)	78	68
Barton Street	92	87
Bryce Street	86	74
Caro St	100	100
Clarence Street	86	81
Collingwood Street	89	92
Hood Street	82	66
Knox Street	93	76
London Street	87	71
Victoria St (Central/South)	80	73
Ward Street	96	92
Worley Place	93	85
Yellow zone	72	51
Anglesea Street (North)	50	37
Harwood Street	82	53
Liverpool Street	88	66
Princes Street	81	58
Rostrevor St	73	53
Rostrevor Street	70	49
Victoria St (North)	50	37
Overall	82	70

^{*}Red indicates average occupancy over 90%, green is within a broadly acceptable mid-range of 75%-90% and orange is lower than desirable – below 75%.

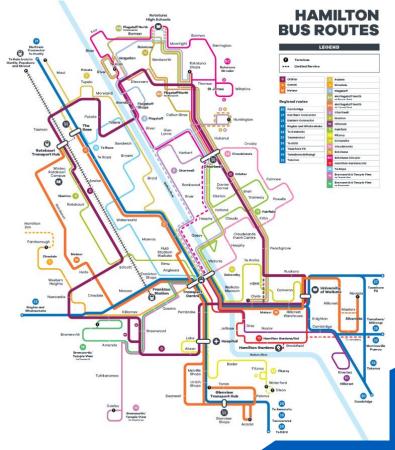
^{**}Note, Caro Street only has one P\$ carpark in the street, as such it is expected this will remain above 90% occupancy.

Public Transport Strategic Route Planning for the

future

EM Briefing 4 June 2025







Background

- Several Waikato Region bus services have contracts that are due for renewal within the next three years
- New bus contracts within Hamilton will run from 1 July 2028 30 June 2037
- Staff from WRC and HCC have developed a couple of scenarios which will be used in the tendering process to ensure interested service providers are able to understand the extent of potential future changes and WRC have better visibility of what resulting costs may be if these service changes are implemented
- A report was presented at the <u>13 May 2025</u> Infrastructure and Transport Committee who resolved:

Resolved: (Cr Thomson/Cr Casey-Cox)

That the Infrastructure and Transport Committee:

- a) receives the report;
- advocates that Waikato Regional Council expedites the completion of the Rototuna Rocket high-frequency service to be operating by 30 June 2027; and
- c) requests staff to organise an Information Session as soon as possible on the matter of Public Transport Services Planning.



Purpose of Briefing/Workshop

- To provide Elected Members with an overview of the work that has been undertaken by HCC and WRC staff planning for the future of public transport provision in the city in preparation for upcoming bus services contract.
- To provide information about the implications on HCC and the timing for decisions that will need to be made in the future if there is a desire to implement changes.
- To seek direction from Elected Members to assist in pulling together a submission for upcoming public consultation process being organised by WRC



Why do we need to start planning now?

There is a lot of work that needs to be done between now and the start of the new contracts in July 2028:

- Agreement from key parties on next steps WRC, HCC, and NZTA
- Public consultation
- Understanding the size of buses that will be able to be used on the network and any limitations due to structures and pavement impacts
- Tender period
- Award of contract
- Bus operators purchasing new buses these are likely to be EV because it is getting hard and expensive to buy new diesel (lots of councils/countries in the same position)
- Infrastructure for new buses for charging to be developed for bus depots and potentially PT hubs

What will the network look like in 2028 when the contract starts?

WRC and HCC staff have worked together, reviewed recent studies (PT Network Efficiency Review, PT Pathways, BRT planning) and funding in the current 2024-27 LTP to develop a plan for the network at the start of the contract in 2028.

It is basically the network in place today with some minor improvements including:

- Efficiency improvements on existing routes resulting from planned HCC minor transport improvements programme e.g. traffic signals at Ulster Street/Maeroa Road
- Introduction of a high frequency route from Rototuna funded from route efficiencies and the Minor Transport Improvements PT programme

There will be **NO** reallocation of road space or introduction of in-lane bus stops as part of this work

Based on the experience of rolling out the Meteor service, this will be a significant piece of work to deliver in time for mid-2028

What will the network look like in 2028 when the contract starts?

Frequent services:

15 minute frequency 7am – 10pm

30 minute frequency 10pm - 7am

C Comet

M Meteor

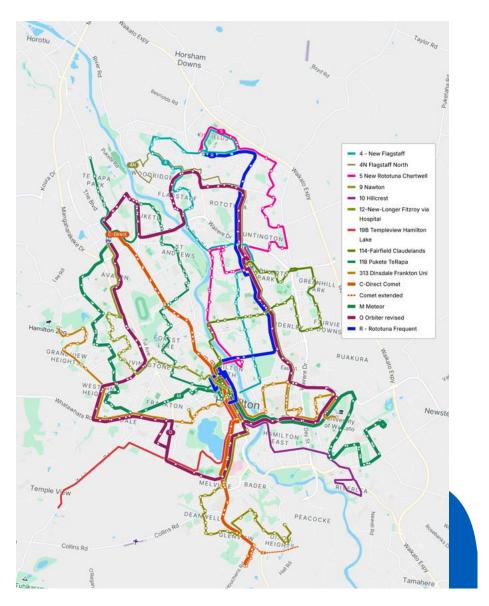
O Orbiter revised

R Rototuna Frequent

Coverage services:

60 minute frequency 7am – 9pm

All other services listed



What could changes look like during the 9-year contract?

It is possible that there may be no significant changes made to the services apart from minor changes to achieve better efficiency of services during the 9-year contract.

However, in order to have a strategic plan in place <u>if funding is made available</u> from all key stakeholders WRC and HCC staff have tried to develop a plan as to what changes would be ideal and move towards a PT network that is less focused on coverage and more focused on high frequency services (RPTP 2022).

The tender documents will seek information from the bus operators so that WRC have a better understanding of likely costs for these types of changes, and a better basis on which to negotiate these changes if they are approved

Changes would be incorporated in the LTP processes and be heavily guided by the Government Policy Statement on Land Transport that is issued as part of this process and the key stakehold appetite for change.

What <u>could</u> changes look like during the 9-year contract?

2031 Frequent services

7 Northen Link, 8 Southern Link (= Orbiter replacement services)

C Comet, M Meteor, R Rocket

15 minute frequency 7am – 10pm

30 minute frequency 10pm - 7am

2031 Coverage services

60 minute frequency 7am – 9pm

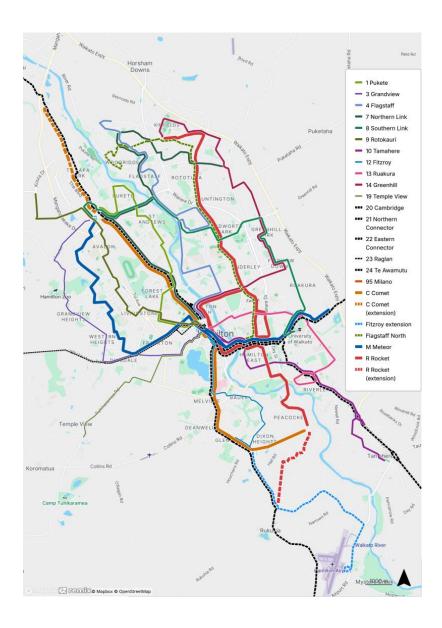
2034

Add dotted lines as service extensions

2037

Add Bus Rapid Transit: increased frequencies on BRT corridors

Flex options are provided if we want to fill in more 'corner to corner' coverage as we focus on more direct, higher frequency scheduled services in addition to Total Mobility Services

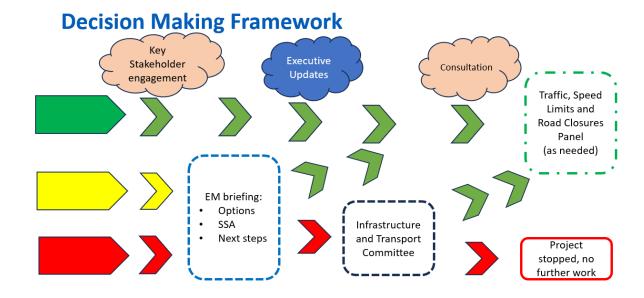


When & how does HCC make decisions on the rate of change and the infrastructure required?

The 2027-31 LTP will be first opportunity to look at future funding.

The Transport Decision Making Framework will require all future changes to work through the process and to gain EM approvals at the various agreed steps

The future PT network can be delivered without reallocating road space or installing in-lane bus stops — it just may not be as efficient as users would like



When & how does HCC make decisions on the pace of change and the infrastructure required?

We are seeking approval in principle to:

- the concept of having slightly improved network in place in place for 2028
- The concept of having a strategic direction agreed for route changes if funding is made available within the 9-year term of the contract

Understanding that:

- there is still work to be done to fully understand costs
- funding opportunities are most likely to be associated with the LTP process
- all key stakeholders will need to agree on scope and pace of change
- in the meantime, we can make better informed decisions on where best to invest the funding we do have for infrastructure



Where to next?

Staff would like direction to assist in pulling together a submission for upcoming public consultation process being undertaken by WRC.

