

## **Implementation Plan for Parking Policy**

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#### **Activity Reviews and Work Programme**

There are three key activities that need to be undertaken to address the main issues in the parking system, as identified by the parking review (and confirmed by submitters). These are reviews of the:

- coupon parking scheme
- residents' parking scheme
- management of spaces in the Central Area.

These activities should be prioritised, with the review of coupon and residents' parking being done in parallel. The activities will need to reference and inform each other, as well as the wider work programme, as there are important links to be recognised.

Some activities, such as the work on infill housing policy, the monitoring of the District Plan and the development of a climate change programme are either already underway, or are on-going. Other activities will need to be programmed according to their level of priority and resource availability. Public engagement and dialogue with stakeholders will also be important during these reviews and recommendations will be taken to committee for approval.

All work in the Implementation Plan will need to be consistent with the Policy principles. The Parking Policy matrix will also assist with the development of options during the activity reviews.

The Implementation Plan sets out the following:

- activity to be undertaken, including the expected output and deliverables
- scope of the activity
- timescale
- links with other activities and any issues that need to be flagged.

### **Timescale and Process**

It is anticipated that the three key reviews (Coupon, Residents, Central Area parking) will be completed by the end of 2008, with full implementation of the Policy to occur within the next three to five years, subject to resource availability. The individual pieces of work will vary in length, but an indicative timescale is given in the Plan.

The outline of the process to be followed when undertaking one of the three key activities will be as follows:

- undertake a series of technical and operational reviews
- develop options
- engage with affected parties and stakeholders on options
- report to committee with draft proposals for public consultation
- undertake public consultation
- report to Strategy and Policy Committee for final approval
- implement proposals (arrangements for transitional periods may also need to be made)

Other timescales have been included within the Implementation Plan as appropriate.

Note - the numbering of each activity differs from that in the draft Implementation Plan. A new numbering system has been adopted, with the relevant number from the draft plan included in brackets.

**Activity 1 - Review the Coupon Parking Scheme**

<b>Ref.</b>	<b>Expected output and outcomes</b>	<b>Issues that need to be addressed / Scope of work</b>	<b>Timescale</b>	<b>Links with other work streams and issues to flag</b>
<p><b>1</b>  (1.2)</p>	<p>Operational policy</p> <p>Implementation of operational policy leading to resolution and better management of issues identified in parking review</p> <p>Identification of potential park and ride and park and walk nodes</p>	<p><b>Scope</b></p> <ul style="list-style-type: none"> <li>○ Success in achieving intended objectives of the scheme</li> <li>○ Overlaps with Resident Parking scheme, especially the issuing of Coupon Exemption Permits</li> <li>○ Cost of a coupon – are these priced correctly and how should price be determined?</li> <li>○ Boundaries of existing schemes – do these need to be adjusted?</li> </ul> <p><b>Notes</b></p> <p>Coupon parking is the overarching scheme and is an important regulatory tool</p> <p>Will need to be done in tandem with the review of Residents' Parking</p>	<p><b>Priority activity</b></p> <p>Aim to complete first stages by end of 2008</p> <p>Develop operational policy and start implementation during 2009</p>	<p>Review Residents' Parking Scheme (Activity 2)</p> <p>Review of Central Area parking (Activity 3)</p> <p>Explore park and ride / walk potential (Activity 8)</p>

**Activity 2 - Review existing Resident Parking Zones**

<b>Ref.</b>	<b>Expected output and outcomes</b>	<b>Issues that need to be addressed / Scope of work</b>	<b>Timescale</b>	<b>Links with other work streams and issues to flag</b>
<p><b>2</b></p> <p>(1.1)</p>	<p>Operational policy</p> <p>Implementation of operational policy leading to resolution and better management of issues identified in the parking review</p> <p>A set of criteria for establishing new resident zones</p>	<p><b>Scope</b></p> <ul style="list-style-type: none"> <li>○ Boundaries – do boundaries need to be expanded?</li> <li>○ Criteria for receiving a permit – need to be clearly defined</li> <li>○ Cost of permits – is it priced correctly, how should price be determined?</li> <li>○ Overlaps and tensions with Coupon Parking scheme – should we supply more parking for residents at expense of coupon spaces?</li> <li>○ Requests for mobility parking in residential areas – who should have priority?</li> </ul>	<p><b>Priority activity</b></p> <p>Aim to complete first stages by end of 2008</p> <p>Develop operational policy and start implementation during 2009</p>	<p>Work on Infill Housing will also inform this activity (Activity 7)</p> <p>This will also create a set of criteria for new Residents' Parking Zones (Activity 9)</p>

### Activity 3 - Review current management of on-street spaces in the Central Area

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
3 (1.5)	<p>Develop a series of operational policies</p> <p>Implement operational policies leading to resolution and better management of issues identified</p>	<p>To include:</p> <ul style="list-style-type: none"> <li>a. Reviewing parking demand on all spaces, especially those on outskirts (using 15% vacancy rate as an indicator)</li> <li>b. Investigating the implementation of the extension of the metered zone</li> <li>c. Investigating the introduction of more convenient and more flexible payment systems</li> <li>d. Reviewing the management of taxis including; implementing permits required by taxis and servicing vehicles, location of taxi ranks and general taxi management</li> <li>e. Investigating the feasibility of introducing a 'service/loading' time to encourage servicing outside of peak times</li> <li>f. Review the provision for motorcycle parking, including investigating issues such as quantity of spaces, location, parking price and motorcycle parking provision in town and suburban centres</li> </ul>	<p><b>Priority activity</b></p> <p>Aim to complete first stages by end of 2008</p> <p>Develop operational policy and start implementation during 2009</p>	<p>Links with activity 4</p>

**Activity 3 (Continued) - Review current management of on-street spaces in the Central Area**

<b>Ref.</b>	<b>Expected output and outcomes</b>	<b>Issues that need to be addressed / Scope of work</b>	<b>Timescale</b>	<b>Links with other work streams and issues to flag</b>
	As above	<ul style="list-style-type: none"> <li>g. Provision for tourist bus parking</li> <li>h. Research into the levels of car ownership in apartment buildings and impact on on-street demand</li> </ul>		Links with Activity 7

**Activity 4 - Investigate the feasibility of enforcing the 2 hour time limit on Sundays**

<b>Ref.</b>	<b>Expected output and outcomes</b>	<b>Issues that need to be addressed / Scope of work</b>	<b>Timescale</b>	<b>Links with other work streams and issues to flag</b>
<b>4</b> (1.7)	<p>Report to committee on feasibility of introducing Sunday enforcement, recommending policy change</p> <p>Implement policy change leading to increased availability of on-street spaces on Sundays to support retail sector</p>	<p>This needs to support Positively Wellington Tourism in attracting visitors and shoppers to the central city at weekends (note – the ‘In the KNOW’ parking campaign is now underway)</p> <p>Issues include:</p> <ul style="list-style-type: none"> <li>○ Quantify benefits of moving to Sunday enforcement</li> <li>○ Costs of having additional enforcement personnel on the streets and other associated costs</li> <li>○ The need for a public education campaign</li> </ul>	Report to committee by end of 2007. If agreed, implementation in early 2008	Links with, but will be completed before, Activity 3,

**Activity 5 - Investigate possible ways of mitigating the contribution parking can make to climate change**

<b>Ref.</b>	<b>Expected output and outcomes</b>	<b>Issues that need to be addressed / Scope of work</b>	<b>Timescale</b>	<b>Links with other work streams and issues to flag</b>
<b>5</b> (1.4)	Assist the Council to achieve its Carbon Neutral vision	Identification of ways parking policy and parking management will contribute to this objective  This work will become part of climate change and sustainability work	On-going, as part of climate change work	Climate Change work

**Activity 6 - Identify opportunities to expand the Council's 'facilitator' role**

<b>Ref.</b>	<b>Expected output and outcomes</b>	<b>Issues that need to be addressed / Scope of work</b>	<b>Timescale</b>	<b>Links with other work streams and issues to flag</b>
<b>6</b> (1.3)	Improved partnerships between the private sector and the Council  Potential parking solutions for on-street areas experiencing heavy demand	Examples include shared parking agreements, working with developers, encouraging car sharing clubs  There is potential here to use private parking stock to supplement or offset any losses of on-street parking (e.g. for bus lane operation, urban amenity etc.)	Start now, will be on-going	Links with Activities 1,2,3,7

**Activity 7 – Further research to understand how best to use parking to influence settlement patterns (including areas of stability and areas of change)**

<b>Ref.</b>	<b>Expected output and outcomes</b>	<b>Issues that need to be addressed / Scope of work</b>	<b>Timescale</b>	<b>Links with other work streams and issues to flag</b>
7 (1.6 and 1.11)	Understanding the locations where parking can be used as a lever, and which levers are most appropriate	<p>There is a need to understand where there is limited ability or further potential for a location to absorb additional development</p> <p>Need to consider different approaches for the Central Area, Inner and Outer Residential areas and Suburban Centres</p> <p>Need to consider different approaches for proposed areas of stability and areas of change as part of the infill housing review</p> <p>District Plan reviews will also need to take this issue into account.</p>	On-going as part of the infill development work	Links with Activity 1, 2 and 9

**Activity 8 - Investigate the feasibility of developing Park and Ride (Rail, Bus, Walk) facilities in appropriate locations**

<b>Ref.</b>	<b>Expected output and outcomes</b>	<b>Issues that need to be addressed / Scope of work</b>	<b>Timescale</b>	<b>Links with other work streams and issues to flag</b>
<b>8</b> (1.9)	Identified locations for park and ride / park and walk  Improvements in infrastructure (where necessary) and communication about locations	Investigate the possibility of locations on the outskirts of the Central Area, and at growth spine intensification nodes  This would fall out of Activity 1, as surveys will identify appropriate areas	Will be dependent on Activity 1	Activity 1  Bus Priority Scheme, Walking and Cycling Plan development

**Activity 9 - Investigate the feasibility of creating new Resident Parking Zones**

<b>Ref.</b>	<b>Expected output and outcomes</b>	<b>Issues that need to be addressed / Scope of work</b>	<b>Timescale</b>	<b>Links with other work streams and issues to flag</b>
<b>9</b> (1.8)	Criteria for establishing new zones  Application of criteria to establish new zones	These will be in areas experiencing on-street pressures from nearby town and suburban centres and areas of special interest such as universities, hospitals and commercial premises.  Criteria will be developed as part of Activity 2	Will be dependent on Activity 2	Linked with Activity 2

**Activity 10 - Investigate mechanisms for providing information on parking, including; the feasibility of working with private operators to provide real time information on parking availability in the city**

<b>Ref.</b>	<b>Expected output and outcomes</b>	<b>Issues that need to be addressed / Scope of work</b>	<b>Timescale</b>	<b>Links with other work streams and issues to flag</b>
<p><b>10</b> (1.10)</p>	<p>Better, instant information on parking availability in the city</p>	<p>Investigate available technology and how this could be deployed.</p> <p>Key players would be the private car park owners</p> <p>A key issue will be who will fund and manage the scheme</p>	<p>Discussions to begin in 2008</p>	<p>Links with Activity 3 and 6</p>

**Activity 11 – Understanding parking demand (now and future)**

<b>Ref.</b>	<b>Expected output and outcomes</b>	<b>Issues that need to be addressed / Scope of work</b>	<b>Timescale</b>	<b>Links with other work streams and issues to flag</b>
<b>11</b> new	<p>Understanding of parking demand in the Central Area and shopper preference</p> <p>Understanding of affect on parking demand as a result of a range of issues</p> <p>Understanding how parking can be used as a lever to achieve Council outcomes</p>	<p>Researching demand for on-street and off-street parking in the Central Area, including a survey of retailers and shoppers</p> <p>Future demand – possible future requirements need to be identified and how parking can be used as a mechanism to influence future demand to achieve Council objectives. Issues that could affect future demand include:</p> <ul style="list-style-type: none"> <li>▪ Ngauranga to Airport study</li> <li>▪ increases in fuel prices</li> <li>▪ population and demographic changes</li> </ul>	<p>Could be undertaken as part of Activity 3</p> <p>Further scope of this project to be worked through during 2007</p>	<p>Activity 3</p> <p>Activity 3 and 7</p>