

## Petition: Officers' Response

**Title:** Thorndon Coupon Parking Zone 120 minute Saturday and Sunday Parking Review

**Primary Petitioner:** Hamish McConnochie

**Total Signatures:** 31

**Presented by:** Hamish McConnochie

**Contact officer:** Stephen Carruthers

**Director responsible:** Stavros Michael

### Officers' recommendation:

Officers recommend that the Committee:

1. *Receive the petition.*
2. *Agree that no further action will be taken and that officers thank the petitioner for his petition and advise the petitioner that no action is appropriate at this time.*

### Background:

The ePetition Thorndon Coupon Parking Zone 120 minute Saturday and Sunday Parking Review was initiated by Hamish McConnochie on 1 December 2010 and closed on 1 February 2011.

The purpose of the petition is to request that Wellington City Council review the current 120 minute parking restriction that operates on Saturdays and Sundays in the Thorndon Coupon Parking Zone. The petition considers that the current length of time is too short and constrictive on residents who wish to have guests from outside the area, especially as the parking restrictions apply until 9 pm.

The petition was open to all members of the public with internet access to the Council's website. It received 38 signatures.

In 1999 Council approved a modified parking management scheme for the Thorndon residential and commercial areas designed to protect these areas from the potential adverse effects of parking generated by future events at the new Westpac Stadium. This resulted in a special parking zone called the Thorndon Coupon Parking Zone being created by resolution of Council in November 1999 which involved the imposition within its area of both a coupon parking zone where vehicles may be parked using coupons and a - P120 except for authorised vehicles-parking restriction. Authorised vehicles were defined as vehicles displaying a valid Thorndon residents parking permit or exemption permit or any valid exemption permit issued by the City Council for use within the Thorndon Coupon Parking Zone.

### Officers' response:

A review of the parking restrictions on Thorndon Quay was carried out in 2010. This resulted in the P90 time restrictions being extended to P120. The P90 time restriction was somewhat of an anomaly in Wellington. The P120 restriction is consistent with the majority of the central area. Currently the only on-street time restriction greater than P120 is the P10hr parking. Establishing a short term time restriction greater than P120 would create a new anomaly. The survey on Thorndon Quay showed there was very little activity after 6pm as the businesses were generally closed, so the restrictions were not protecting the businesses. However, in the residential area there are still the residents to protect from the stadium users.

The current parking scheme has been in place for 10 years. There has been very little concern from the local residents regarding the scheme, which was introduced at the request of the local residents in the first place. The petitioner moved into Thorndon in 2009, presumably well aware of the parking situation, and now requests change to the established system that is considered to have achieved its original purpose.

We consider that the number of submissions made in this petition (38) is very small compared to the number of residents in the area, which was 3840 at the time of the 2006 census. Of the 38 signatures only 9 were listed as being from Thorndon. The signatures include people who are unlikely to be affected by the parking restrictions, such as a well known local campaigner of Council, and a resident of Melbourne.

There are relatively significant costs in reviewing and implementing any change to a parking scheme. It is estimated that the cost of reviewing the scheme and making changes would be in the range of \$20,000 - \$25,000. Costs would include officer time, the traffic resolution, changes to signage, monitoring a trial and dealing with complaints generated from any change. Such a cost has not been allowed for in the available budgets.

To get a full understanding of the effect of removing the current parking scheme it would be necessary to conduct a trial to determine whether residents' visitors could be provided with increased convenience without opening up the area to intrusion from stadium parkers, thereby defeating the original purpose of the scheme. A trial would require a traffic resolution, signage changes, and monitoring. If the original scheme was considered to be more appropriate the trial would have to be converted back to its original status further increasing costs.

For the above reasons officers recommend that no further action is taken.