

**WELLINGTON CITY COUNCIL**

**MIRAMAR  
24 Hour Parking Restriction**

**Before and After Surveys  
May 2017 to February 2018**

***Bullen Consultancy  
April 2018***



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## EXECUTIVE SUMMARY

1. By 2015, the extent of the free parking for both all day and extended periods in the residential streets adjacent to the airport had reached a stage where many of the streets were virtually fully parked at all times of the day and night. Some residents had resorted to using a variety of devices to prevent cars being parked on the berms in front of their properties. Previous to this a cyclist had accidentally died after his cycle became entangled in one of the devices protecting a berm. The subsequent Coronial report recommended that the City Council consider the issues surrounding the death of the cyclist.

The residents were also making strong representations to the Council to reduce the number of vehicles being parked on these streets.

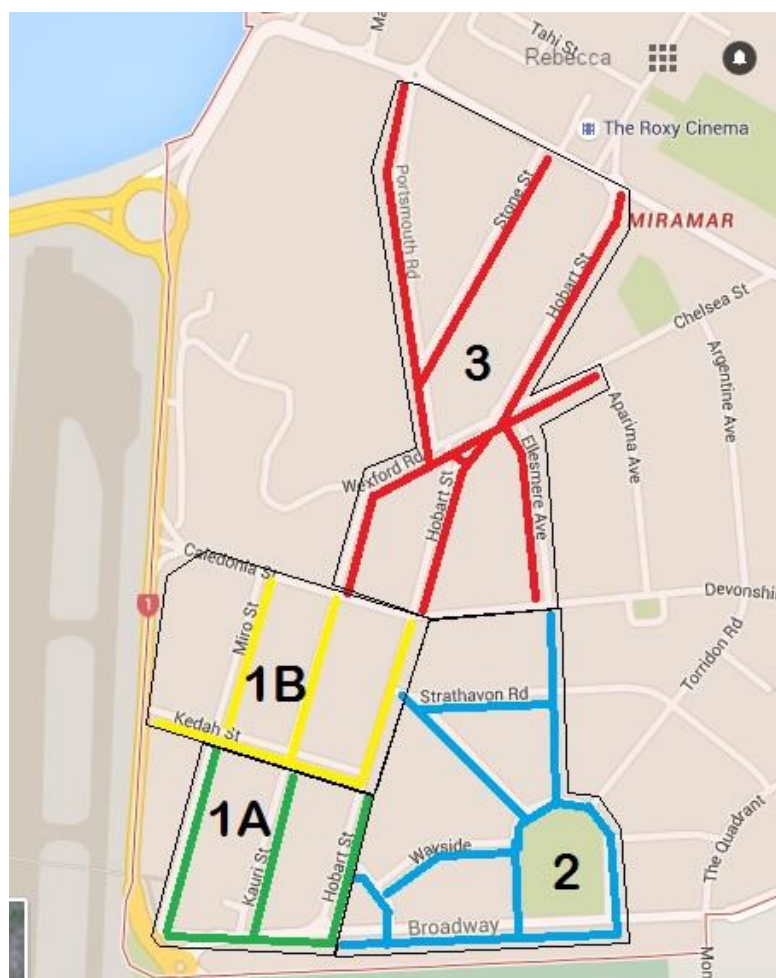
2. The Council in response to the concerns commissioned a detailed survey of the parking taking place in a wide area of South Miramar within the areas bounded by Calabar Road, Miramar Avenue, Ellesmere Avenue, Crawford Green and Broadway. The surveys were undertaken in December 2015.
3. While consideration and consultation was taking place regarding possible remedial measures, local vandalism was occurring aimed at damaging the parked vehicles. This led to some 140/150 vehicles migrating from on-street parking. A significant number of those migrating were rental vehicles being stored on-street and being relocated off street. Also a number of residents parked their vehicles within their properties.
4. In early 2017 the Council resolved to introduce a 24 hour parking restriction in the area bounded by Caledonia/Devonshire, Ellesmere Avenue, Crawford Green, Broadway and Calabar Road. Surveys were carried out between May 2017 and February 2018 to determine the extent that further migration occurred from these streets and the effect on the numbers parking in the adjoining streets.
5. To accommodate the unknown factor of how far people are prepared to walk to access free on-street long stay parking the surveyed area was extended to include for the possibility of people walking up to 20 minutes as is experienced at some UK airports.
6. The 24 hour parking restriction was accompanied by regular enforcement of the restriction. Over the 6 month monitoring period, excluding the 'warning' notices issued, an average of seven infringement notices were issued each week with an average of 1.5 vehicles towed away each week.
7. In the event a further 70 or so people migrated from the P24 hour restricted area. The migration has led to a small number of vehicles being parked for more than 24 hours in a number of different streets. The migration does not impact to any great extent when considered in the context of many residents also parking their vehicles on-street and the readily available on-street parking for visitors.
8. Other than minor considerations the conclusion is that the P24 hour restriction has been successful in returning the streets close to the airport back to the quiet residential environment previously enjoyed.
9. The recommendation is to continue the current 24 hour parking restriction within the existing boundaries.

## 1. INTRODUCTION AND BACKGROUND

- 1.1 In recent years, there has been an increasing demand for free on-street parking close to the airport by airport workers, daily travellers to and from New Zealand and Australian destinations and people leaving Wellington for more than 24 hours.
- 1.2 By 2015 the situation had developed such that the streets closest to the airport became virtually 100% occupied day and night. Many vehicles were parked on the frontage grass berms for long periods and residents had resorted to placing a variety of objects and makeshift fences to deter this parking. This led to the residents requesting the Council to seek a solution that would see the streets revert to the previously enjoyed residential environment.

A further catalyst for the Council to carry out detailed surveys of parking in the area was a recommendation by the Coroner following the accidental death of a cyclist that involved the measures being taken to prevent vehicles being parked on a berm.

- 1.3 Surveys were carried out within four distinct zones in early 2016. The results of the surveys together with the resulting issues and options was reported to the Council in March 2016, and summarised in Section 2 of this report.



- 1.4 Consideration of the 2016 report together with consultation with the affected parties led to the Council proposing a 24 hour parking restriction covering zones 1A, 1B and 2 for a trial period with a review after six months. It was anticipated that following the restriction there could be 200 or so vehicles fewer parking inside these three zones (based on the 2015 surveys).
- 1.5 Consequently a 'before' survey was carried out in May 2017 followed by monthly surveys for the 6 month period September 2017 to a more detailed "after" survey in February 2018.

[It should be noted that the "Before", May 2017 survey was undertaken shortly after local vandalism had resulted in a number of people parking away from zones 1A, 1B and 2]

- 1.6 Overseas it has been established that long stay parkers using an airport will walk up to 20 minutes to secure free on-street parking. To allow for this possibility zones 4, 5, 6 and 7 were introduced and included in the "Before" and "After" surveys. The results of the surveys are summarised in Section 3 with a fuller analysis in Appendix A.
- 1.7 From the surveys it is concluded that there has been a larger change in mode of transport that was anticipated and this has reduced the number of people transferring their parking in the streets adjoining the restricted area. Possible reasons for modal changes are set out in Section 5 of this report.

## 2. SURVEYS CARRIED OUT IN 2015

- 2.1 The surveys carried out in 2015 were in response to the concerns of local residents and to a recommendation by the Coroner for the Council to consider the effect that parking, and the devices being used to prevent parking in the berms in the streets close to the airport was having on the safety of cyclists in particular travelling through the area.
- 2.2 It will be seen from the following table that many of the streets are virtually 100% parked day and night, intruding into what had been a quiet residential neighbourhood a few years previously. The reason being people seeking free parking a short distance away from the fee paying airport parking facilities.

**Table 1 – Vehicle Occupancies**

Zone	Percentage Occupied			
	6.30am	8am-5pm (average)	Maximum daytime occupancy	2am
1A	87%	92%	96% (12.30pm)	79%
1B	58%	66%	77% (12.30pm)	58%
2	41%	35%	38% (11am)	36%
3	57%	86%	90% (3.30pm)	33%

## Zone boundaries

- Zone 1A - Nearest to the airport and surrounds the side of the relocated Miramar South Primary School.
- Zone 1B - To the north of Zone 1 and accommodates overflow parking from Zone 1A.
- Zone 2 - To the east of Zone 1 and accommodates overflow parking from Zone 1A.
- Zone 3 - To the north of Zone 2 and the on-street parking is generally associated with the film studios and associated activities.

2.3 The following tables indicate the derived number and percentage for the reasons vehicles are being parked in these zones during the daytime and at night.

**Table 2 – Estimated numbers of vehicles and percentages at 7am and 2am – Zone 1A**

Zone	Residents		Workers		Travellers		Hire Cars	
	Number	%	Number	%	Number	%	Number	%
1A 7am	14	8%	44	24%	76	42%	48	26%
1A 2am	16	10%	19	11%	61	36%	73	43%

**Table 3 – Estimated number of vehicles and percentages at 7am and 2am – Zone 1B**

Zone	Residents		Workers		Travellers		Hire Cars	
	Number	%	Number	%	Number	%	Number	%
1B 7am	30	35%	15	17%	42	48%	-	-
1B 2am	37	49%	7	9%	32	42%	-	-

**Table 4 – Estimated numbers of vehicles and percentages at 7am and 2am – Zone 2**

Zone	Residents		Workers		Travellers		Hire Cars	
	Number	%	Number	%	Number	%	Number	%
2 7am	49	33%	28	19%	70	48%	-	-
2 2am	50	40%	13	11%	61	49%	-	-

**Table 5 – Comparison of purposes of parking by Zone – 7am**

Zone	Parking % by purpose at 7am			
	Residents	Workers	Travellers	Hire Cars
1A	8%	24%	42%	26%
1B	35%	17%	48%	-
2	33%	19%	48%	-

**Table 6 – Comparison of purpose for parking by Zone at 2am**

Zone	Parking % by purpose at 7am			
	Residents	Workers	Travellers	Hire Cars
1A	10%	11%	36%	43%
1B	49%	9%	42%	-
2	40%	11%	49%	-

2.4 It will be seen that Zone 1A in particular suffers intrusive parking virtually day and night. Zones 1B and 2 are less affected, while Zone 3 is affected largely during the daytime.

2.5 The Council resolved in June 2017 to implement a 24 hour parking restriction in the defined 2016 Zones 1A, 1B and 2 (including Broadway) The restrictions including enforcement, commenced in August 2017 with the intention to monitor the performance of the scheme for a period of 6 months following its introduction and report back to Councillors with any recommendations for changes to the scheme.

### 3. SURVEYS CARRIED OUT MAY 2017 TO FEBRUARY 2018

3.1 The zonal boundaries for the earlier surveys carried out in 2016 were designed to establish the numbers and reasons for cars parking in the residential streets closest to the airport and the film studios.

The surveys carried out in 2017/18 have been designed to establish the numbers parking within 20 minutes walking distance from the airport terminal. This has required some minor changes to the streets included in each of the 2016 Zones 1A, 1B, 2 and 3 used for the 2015 surveys viz;

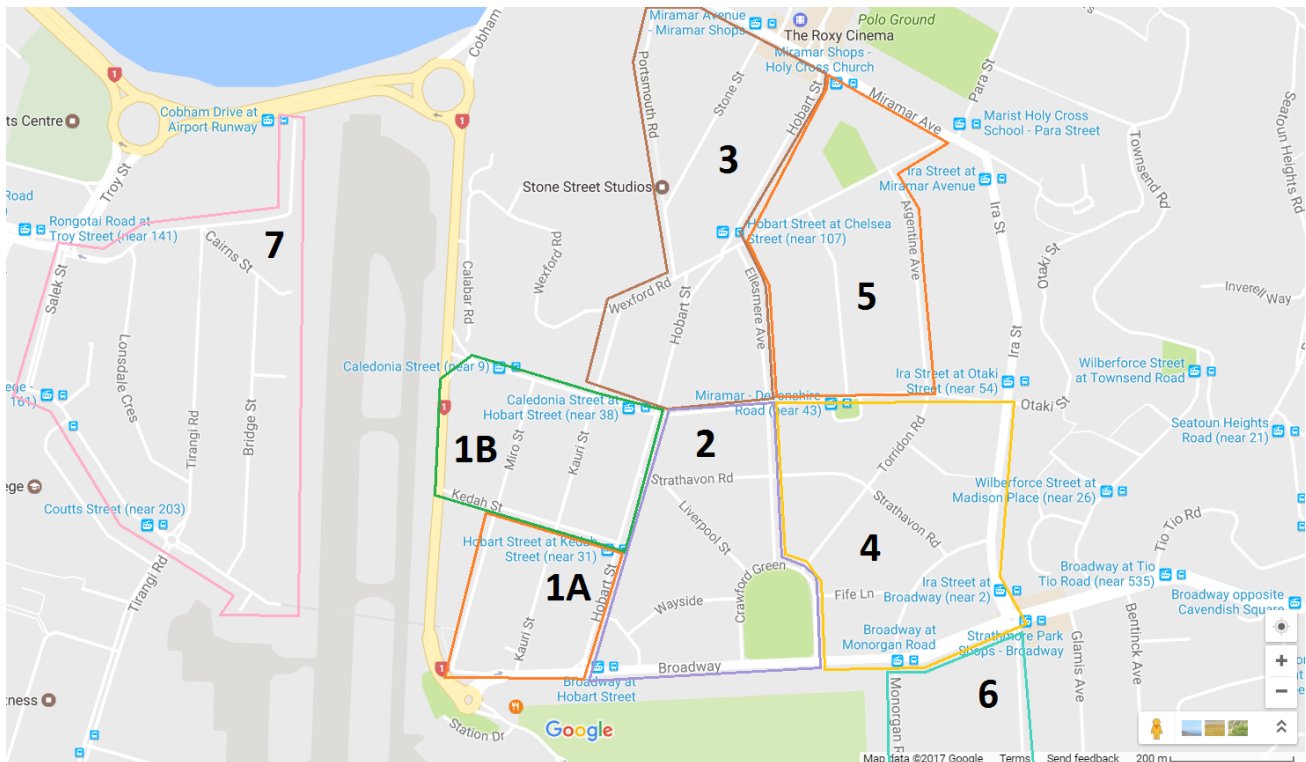
Zone 1A      Unchanged.  
 Zone 1B      Now includes Caledonia Street.  
 Zone 2        Now includes a large section of Broadway and Devonshire.  
 Zone 3        Now includes Miramar Avenue and the car parks in Stone Street previously reserved for the film studio.

These boundary adjustments are reflected in the comparisons of parked vehicles shown in Tables 7 and 8 below.

3.2 The figures shown for Zones 1A, 1B and 2 in Table 8 relate only to those vehicles parked within a 24 hour restricted area.

Additional Zones 4, 5, 6 and 7 were created to ensure that all streets within a 20 minutes walking distance from the airport terminal were included in the 2017/18 surveys.





- 3.3 A “before” survey was carried out on 23/25 May 2017 of the vehicles parking during the daytime and at night time in all of the streets in zone 1A to 7 inclusive. Registration plate numbers were recorded (except for some streets on the Kilbirnie side of the airport) in order to differentiate between residents and non-residents parking more than 24 hours. A similar “after” survey was carried out on 13/15 February 2018 including those streets not surveyed in the “before” survey.
- 3.4 On the second Tuesday of the month for the 6 month period September 2017 to February 2018, a survey of the numbers parking in each of the streets in zone 1A to 7 inclusive was carried out in the daytime between 10am and 2pm.
- 3.5 Two sets of analysis have been tabulated for these surveys and set out in full in the Appendices and summarised in paragraphs 3.8, 3.9 and 3.10.
- 3.6 Comparison can be made between 2016 and 2017/18 for the parking numbers in the residential streets to Zones 1A, 1B, 2 and 3. However outbreaks of vandalism to the vehicles parked in Zone 1A in the period between the two survey periods resulted in some vehicles transferring from 1A, 1B and 2 and / or using alternative arrangements to / from the airport.

The following table compares the number of vehicles parking in the residential streets in those zones where the P24 hour restriction has been implemented.

**Table 7 – Comparison Table for daytime parked vehicles**

Zone	December 2015	May 2017	December 2017
1A	212	139	98
1B	105	67	52
2	131	96	77
Total	448	302	227

**Notes**

1. December 2015 no restrictions
2. May 2017 No restrictions following local area vandalism
3. 24 hour parking restriction in place

It will be seen from the Table that between the December 2015 survey (when the parking issues were at their peak) and May 2017 (after the period of significant vandalism to parked vehicles) some 150 fewer vehicles were parking in these streets. About half of this number can be attributed to the rental vehicles being parked off street away from this area of Miramar. The remaining vehicles being parked outside the area and/or alternative means of accessing the airport was occurring.

Some residents may also have been parking off street rather than leaving their vehicles on-street. Since May 2017 a further 70 or so vehicles are not being parked in these streets.

- 3.7 The following tables have to be considered on the basis that prior to the trial surveys about 150 or so vehicles are no longer being parked in the residential streets of zone 1A, 1B ad 2. They have not all migrated to the zones adjoining the restricted zones.

3.8 **Table 8 – Summary of monthly parking surveys May 2017 to February 2018**

		2017					2018			
		BEFORE	AFTER							
24 hour Zone	25-May(n)	23-May(d)	12-Sep	Oct	Nov	Dec	Jan	Feb(d)	15-Feb(n)	
1a	100	139	86	76	96	98	87	86	41	
1b	86	72	83	82	69	61	68	63	66	
2	121	131	101	96	82	108	89	96	103	
Total	307	342	270	254	247	267	244	245	210	
Unrestricted										
3	114	261	232	259	241	267	235	231	143	
4	89	73	82	92	73	66	86	85	100	
5	103	121	106	101	108	127	101	106	104	
6/6a	70	117	176	127	163	126	118	157	96	
7	315	291	322	313	339	350	340	316	346	
Total	691	863	918	892	924	936	880	895	789	

(n) = night time survey. All other surveys are daytime.

It will be seen from the table covering the period May 2017 to February 2018:

- There has been a reduction of around 100 vehicles parking in the restricted zones since the introduction of the P24 hour restriction.
- The anticipated noticeable migration to Zones 4 (Fife Lane, Torridon Road and The Quadrant) has not occurred.
- The number of vehicles parking in Zones 3 and 5 are affected by the level of activity at the film studios.
- The number of vehicles parking in Zone 5/6 are affected by whether or not Scots College is in term while some increase has been recorded in Broadway opposite Scots College.
- Zone 7 (Kilbirnie side of the airport) has recorded a small increase).

3.9 **Table 9 – Zone with P24 Restriction**

Before and After Comparison – Occupancy and Durations

Zone	Estimated available spaces	Daytime occupancy		Night time occupancy		Stay more than 24 hours				Stay less than 24 hours				Rental cars staying longer than 24 hours
		Before	after	before	after	Residents		Non residents		Daytime		Night time		
						before	after	before	After	before	After	before	After	
1A	214	139	86	100	43	11	4	42	3	86	79	47	36	11
1B	185	72	43	86	66	20	18	10	6	42	20	56	43	Nil
2	393	131	82	121	103	16	15	31	7	84	60	74	81	2
TOTAL	792	342	211	307	212	47	37	83	16	212	159	177	120	14

Comments:

1. A number of those recorded as non-residents staying longer than 24 hours are likely to be residents with vehicles registered away from the area.
2. There is a noticeable reduction in vehicular activity in these zones since the introduction of the P24 hour restriction.
3. A number of rental vehicles from two companies continue to be parked on street overnight.

3.10 **Table 10 – Zones with No Parking Restriction**  
 Before and After Comparison – Occupancy and Duration

Zone	Estimated available spaces	Daytime occupancy		Night time occupancy		Stay more than 24 hours				Stay less than 24 hours				Rental cars staying longer than 24 hours
		before	after	before	after	Residents		Non residents		Daytime		Night time		
						before	after	before	After	before	After	before	After	
3	438	161	231	114	144	24	44	13	23	224	154	77	77	nil
4	268	73	85	89	100	29	23	16	16	28	46	44	61	nil
5	294	123	106	103	104	32	22	8	18	83	66	63	64	nil
6/6a	311	117	157	70	96	14	26	0	18	103	113	56	52	3
7	531	291	316	317	346	(60)	82	(30)	53	201	181	227	211	nil
TOTAL	1,842	765	895	693	790	159	197	67	128	639	560	467	465	nil

(x) assumed. Not all streets were subject to a “before” registration plate survey

Comments:

1. A number of those recorded as non-residents staying longer than 24 hours are likely to be residents where their vehicles are registered away from the area.
2. The numbers generally represent the activities occurring in each of the zones e.g.
  - Small increases associated with
    - Long stay airport parking
    - Airport worker parking
    - Migration from restricted zones
    - Increased bus depot operations in Rongotai Road

#### 4. PARKING ENFORCEMENT

- 4.1 The P24 hour restriction has been enforced regularly during the trial period. The enforcement initially focussed on advising errant parkers followed by a gradual progression to issuing Infringement Notices and authorising occasional towaways. The enforcement carried out is shown in full in Appendix D for each street within the restricted zones.
- 4.2 The following table summarises the enforcement activity within the P24 hour restricted zones.

**Table 11 – Enforcement Activity – September 2017 to February 2018**

Zone	Number of tickets issued			
	Warnings	Exceeding 24 hours	Tow away	Total
Zones 1A and 1B	216	136	33	385
Zone 2	82	47	8	137

It will be seen that the streets nearest to the airport encourage the overstayers. A street by street analysis is given in Appendix D.

- 4.3 There has been a spike in February in the numbers exceeding 24 hour parking particularly in the streets nearest to the airport.
- 4.4 While the signage complies with the requirements, the signage is not intrusive and may not be seen by some people unfamiliar with the trial, particularly when catching early flights to Australia.

#### 5. CONCLUSIONS

- 5.1 The primary conclusion is that the P24 hour restriction imposed in zones 1A, 1B and 2 has, at this point in time, proved to be successful.

There are now considerably less vehicles being parked both during the daytime and night time in the restricted zones and thereby returning the streets to the environment that the residents enjoyed a few years ago.

Interestingly there has been considerably less migration to the surrounding non-restricted zones than had been envisaged. This has been due in part to the rental car companies moving their car storage facilities away from on-street to off-street areas.

There appears to have been a significant shift in the modes of transport used to access airport terminals. Anecdotally this includes:

- Greater use of public transport, in particular the “Airport Flyer”.
- Greater use of taxi and Uber transport.
- Increase in use of airport car parks.
- Increase of ‘drop off’ and ‘pick up’ by family members.

- A combination of parking well away from the airport and taxi for the remainder of the journey.

Where increased parking has occurred in streets adjoining the restricted area, the additional parking is not seen to be overly intrusive into these areas with ample on-street parking space available for residents and visitors.

## **6. CONSIDERATIONS**

- 6.1 The surveys carried out since May 2017 have encompassed an area where it is possible to park and walk up to 20 minutes to and from the airport terminal (as occurs overseas). This background data should logically be updated at intervals in the future.

The imposition of further restrictions in the light of the detailed surveys in Broadway will need to be considered although it is not seen to be necessary to extend the P24 hour restricted area. A small length of P120 restriction at the Ira Street end could be considered in consultation with the affected residents.

Consideration should be given to whether or not it is necessary to 'tow away' to ensure compliance with the restriction where safety is not an issue.

Consideration could be given to erecting larger signage at the entry points to the P24 hour restricted area.

## **7. RECOMMENDATION**

- 7.1 It is recommended that, subject to consideration being given to the issues raised in Section 6, that:

'The P24 hour restriction is retained as is within the existing boundaries'.

## **8. REFERENCES**

- a) Wellington City Council, Miramar – On-street Parking associated with the airport and Stone Street Film Studios – Issues and Options – Bullen Consultancy, March 2016

## **9. ACKNOWLEDGEMENTS**

Wellington City Council Parking Enforcement section for providing background data enabling the tables to be as comprehensive as possible.

## **APPENDIX A**

### **Parking Occupancy by Street by Zone May 2017 to February 2018**



Zone	Street	Section	2017					2018				
			25 May (n)	25 May (d)	12-Sep	10-Oct	14-Nov	13-Dec	9-Jan	13 Feb(d)	15 Feb(n)	
			BEFORE		AFTER							
1A	Kauri	Broadway to Kedah	17	32	16	14	19	28	19	20	5	
		Kedah to Broadway	15	12	8	11	11	8	8	12	4	
	Miro	Kedah to Broadway	24	32	8	14	15	11	12	14	4	
		Broadway to Kedah	22	30	29	14	25	25	26	22	15	
	Hobart	Broadway to Kedah	12	21	12	9	15	14	12	8	7	
		Kedah to Broadway	10	12	9	10	9	9	7	8	8	
	Broadway	Miro to Kauri	0	0	0	0	0	0	0	0	0	
		Kauri to Hobart	0	0	4	4	2	3	3	2	0	
		TOTAL		100	139	86	76	96	98	87	86	43



			2017					2018				
Zone	Street	Section	25 May (n)	25 May (d)	12-Sep	10-Oct	14-Nov	13-Dec	9-Jan	13-Feb(d)	15-Feb (n)	
2	Broadway	Hobart to Wayside	2	5	5	0	4	2	0	5	1	
		Wayside to Crawford Green	12	15	5	9	6	6	5	7	8	
		Crawford Green to Wayside	15	13	1	6	7	9	9	4	12	
		Wayside to Hobart	6	7	8	8	3	6	5	2	1	
		Hobart to Kauri	6	5	11	5	5	5	7	6	4	
	Wayside West	all	9	17	7	6	4	8	2	7	6	
	Wayside	all	10	13	7	6	9	5	5	6	6	
	Liverpool Street	all	20	15	10	12	8	11	11	9	20	
	Crawford Green	East side	5	6	5	3	11	15	5	18	0	
		West side	4	7	5	13	7	3	2	4	0	
	Strathaven	Hobart to Ellesmere	8	10	13	9	2	6	9	5	10	
		Ellesmere to Hobart					4	5	9	5	8	
	Ellesmere	Crawford Green to Strathaven	5	4	5	6	3	4	3	4	3	
		Strathaven to Devonshire	2	4	1	0	1	1	2	0	2	
		Devonshire to Strathaven	4	0	3	1	1	3	3	1	5	
		Strathaven to Crawford Green	7	0	4	3	2	6	4	3	7	
	Devonshire	Ellesmere to Hobart	6	10	11	9	3	7	5	7	5	
		Hobart to Ellesmere					2	6	3	3	5	
	Total			121	131	101	96	82	108	89	96	103

Zone	Street	Section	2017						2018			
			25 May (n)	25 May (d)	12-Sep	10-Oct	14-Nov	13-Dec	9-Jan	13-Feb(d)	15-Feb (n)	
3	Kauri	Caledonia to Wexford	7	13	13	13	13	14	12	13	12	
		Wexford to Caledonia	8	16	14	15	13	15	12	15	12	
	Hobart	Caledonia to Chelsea	11	21	16	13	13	17	14	13	11	
		Chelsea to Caledonia	15	22	16	18	15	16	14	15	16	
		Chelsea to Miramar	13	3	10	12	15	10	10	13	11	
		Miramar to Chelsea	6	28	10	14	9	13	8	13	10	
	Chelsea Triangle	All	0	9	7	7	6	7	7	6	2	
	Miramar	Hobart to Portsmouth all	1	4	19	19	18	21	19	18	2	
	Portsmouth	Both sides	2	17	23	28	20	21	20	22	1	
	Stone Southampton	Miramar to Wexford	19	43	37	39	32	37	34	38	25	
		Wexford to Miramar	2	11	9	30	30	37	33	11	5	
	Wexford	Kauri to Hobart	3	20	22	21	21	19	16	16	1	
		Hobart to Kauri	0	10	10	9	8	9	9	8	7	
	Ellesmere	Devonshire to Chelsea	12	10	9	9	9	11	10	14	10	
		Chelsea to Devonshire	10	10	7	5	8	11	11	9	9	
	Chelsea	Hobart to Aparima	3	15	3	2	3	3	2	3	3	
		Aparima to Hobart	2	9	7	5	8	6	4	4	6	
		Total		114	261	232	259	241	267	235	231	143

Zone	Street	Section	2017						2018		
			25 May (n)	25 May (d)	12-Sep	10-Oct	14-Nov	13-Dec	9-Jan	13-Feb(d)	15-Feb (n)
4	Fife	Crawford Green to Quadrant	3	2	6	5	4	1	5	7	8
		Quadrant to Crawford Green	4	1	10	8	4	4	4	9	9
	Torridon	Crawford Green to Strathaven	3	4	6	5	2	3	4	6	9
		Strathaven to Devonshire	10	6	4	8	5	3	6	6	8
		Devonshire to Strathaven	5	4	4	4	5	6	3	4	5
		Strathaven to Crawford Green	6	4	5	9	6	6	5	6	5
	Strathaven	Ellesmere to Quadrant	15	9	8	11	8	6	10	5	10
		Quadrant to Ellesmere	14	9	8	8	6	8	8	11	14
	Quadrant	Broadway to Ira	9	6	9	7	13	5	13	6	9
		Ira to Broadway	8	8	5	5	5	10	16	6	12
	Ira	Broadway to Devonshire	6	11	9	13	5	9	5	11	4
		Devonshire to Broadway	6	9	8	9	10	5	7	8	7
		Total	89	73	82	92	73	66	86	85	100

Zone	Street	Section	2017						2018			
			25 May (n)	25 May (d)	12-Sep	10-Oct	14-Nov	13-Dec	9-Jan	13-Feb(d)	15-Feb (n)	
5	Devonshire	Ellesmere to Aparima	6	2	2	3	4	3	5	3	5	
		Aparima to Argentina	2	1	1	2	1	1	4	0	2	
		Argentina to Ira	4	1	3	2	2	6	4	4	4	
		Ira to Argentina	1	0	1	1	3	2	3	3	3	
		Argentina to Aparima	1	1	0	2	2	0	1	1	1	
		Aparima to Ellesmere	1	1	2	1	1	2	0	1	2	
	Aparima	Chelsea to Devonshire	17	16	13	12	12	20	11	14	10	
		Devonshire to Chelsea	16	15	14	15	15	18	12	12	19	
	Argentina	Chelsea to Devonshire	17	12	16	10	10	14	14	10	16	
		Devonshire to Chelsea	24	15	12	9	10	10	12	8	24	
	Chelsea	Miramar to Argentina	2	1	1	3	2	3	0	2	2	
		Argentina to Aparima	2	10	5	8	9	10	4	8	6	
		Aparima to Argentina	3	12	9	10	11	12	10	6	1	
		Argentina to Miramar	0	1	0	0	2	2	0	2	2	
	Miramar	Chelsea to Hobart	3	18	16	11	13	10	11	17	3	
		Hobart to Chelsea	4	15	11	12	11	14	10	15	4	
		Total		103	121	106	101	108	127	101	106	104

Zone	Street	Section	2017					2018				
			25 May (n)	25 May (d)	12-Sep	10-Oct	14-Nov	13-Dec	9-Jan	13-Feb(d)	15-Feb (n)	
6 and 6a	Monorgan	Broadway to Raukawa	0	7	7	5	6	3	9	9	1	
		Raukawa to Walden	0	6	7	0	11	1	0	7	0	
		Walden to Leveson	0	0	0	0	0	0	0	0	0	
		Leveson to Strathmore	2	2	1	1	1	1	5	2	4	
		Leveson to Walden	0	0	0	0	0	0	0	0	0	
		Walden to Raukawa	0	0	0	0	0	0	0	0	0	
		Raukawa to Broadway	8	8	6	8	7	6	6	7	8	
	Strathmore	Tannadyce to Elphinstone	2	1	1	1	1	0	1	3	3	
		Elphinstone to Kinghorne	11	16	21	12	18	13	12	18	13	
		Kinghorne to Broadway	12	20	22	20	18	25	18	19	13	
		Broadway to Kinghorne	4	3	16	10	17	19	10	13	8	
		Kinghorne to Elphinstone	2	13	22	11	21	9	8	20	6	
		Elphinstone to Tannadyce	0	1	0	0	0	1	0	3	2	
		Tannadyce to Leveson	4	4	4	4	3	5	5	5	6	
	Walden	Monorgan end	0	2	1	10	6	3	1	1	2	
		Rest of Walden	10	17	32	13	23	7	14	19	9	
	Broadway	Strathmore to Crawford Green	9	11	22	22	19	23	16	18	11	
		Crawford Green to Strathmore	6	6	14	10	12	10	13	13	10	
			Total	70	117	176	127	163	126	118	157	96

Zone	Street	Section	2017					2018			15-Feb (n)	
			25 May (n)	25 May (d)	12-Sep	10-Oct	14-Nov	13-Dec	9-Jan	13-Feb (d)		
7	Salek	Rongotai to Coutts	19	13	15	13	11	13	14	9	12	
		Coutts to Rongotai	16	13	16	12	15	14	14	14	16	
	Coutts	Marmari to Tirangi	19	13	9	15	9	14	15	5	17	
		Tirangi to Marmari	15	8	5	7	5	5	9	6	14	
		Tirangi to Bridge	10	6	6	5	4	5	3	6	8	
		Bridge to Tunnel		5	8	8	10	11	6	6	4	
		Tunnel to Bridge	17	17	20	18	25	22	20	21	12	
		Bridge to Tirangi		6	8	9	5	8	9	6	11	
		Salek to Marmari	0	1	1	1	1	2	1	3	0	
		Marmari to Salek	3	1	1	2	2	1	1	1	2	
		Marmari	Both sides	5	6	6	7	13	11	12	7	5
	Tirangi	Coutts to End	35	17	24	24	23	25	27	21	36	
		End to Coutts	35	18	20	23	27	25	19	22	36	
	Lonsdale	Tirangi to Rongotai	23	16	15	14	16	13	16	20	25	
		Rongotai to Tirangi	21	12	17	14	7	9	12	15	17	
	Tirangi North	Both sides	12	11	7	11	11	14	11	10	11	
	Cairns	Tirangi to End	4	14	18	14	18	19	18	15	7	
		End to Tirangi	7	15	14	15	17	22	18	18	7	
	Bridge	Cairns to Gaudin	15	7	8	11	18	12	11	11	10	
		Gaudin to Coutts		9	11	10	10	11	11	8	7	
		Coutts to Gaudin	33	16	9	13	11	16	16	14	32	
		Gaudin to Cairns		11	13	5	17	14	16	15	10	
	Gaudin	both sides	0	0	1	3	3	1	1	2	2	
	Rongotai	Salek to Lonsdale	4	8	6	5	4	3	4	5	0	
		Lonsdale to Cairns/Tirangi	4	11	9	5	7	9	3	8	3	
		Cairns/Tirangi to Jean Batten	5	12	12	14	11	10	16	14	12	
		Jean Batten to Cairns/Tirangi	8	21	30	26	27	29	28	25	18	
		Cairns/Tirangi to Lonsdale	3	4	5	4	4	5	4	3	4	
		Lonsdale to Salek	2	0	8	5	8	6	5	6	8	
		Total		315	291	322	313	339	349	340	316	346



		2017					2018		
		BEFORE	AFTER						
24 hour Zone	25-May(n)	23-May(d)	12-Sep	Oct	Nov	Dec	Jan	Feb(d)	15-Feb(n)
1a	100	139	86	76	96	98	87	86	41
1b	86	72	83	82	69	61	68	63	66
2	121	131	101	96	82	108	89	96	103
Total	307	342	270	254	247	267	244	245	210
Unrestricted									
3	114	261	232	259	241	267	235	231	143
4	89	73	82	92	73	66	86	85	100
5	103	121	106	101	108	127	101	106	104
6/6a	70	117	176	127	163	126	118	157	96
7	315	291	322	313	339	350	340	316	346
Total	691	863	918	892	924	936	880	895	789

**APPENDIX B**

**Comparison of Parking Duration and Purposes**

**May 2017 and February 2018**

Zones with 24 hour restriction

Zone	Estimated available spaces	Daytime occupancy		Night time occupancy		Stay more than 24 hours				Stay less than 24 hours				Rental cars staying longer than 24 hours
		before	after	before	after	Residents		Non residents		Daytime		Night time		
						before	after	before	After	before	After	before	After	
1A	214	139	86	100	43	11	4	42	3	86	79	47	36	11
1B	185	72	43	86	66	20	18	10	6	42	20	56	43	Nil
2	393	131	82	121	103	16	15	31	7	84	60	74	81	2
TOTAL	792	342	211	307	212	47	37	83	16	212	159	177	120	14

Zones with NO 24 hour restriction

Zone	Estimated available spaces	Daytime occupancy		Night time occupancy		Stay more than 24 hours				Stay less than 24 hours				Rental cars staying longer than 24 hours
		before	after	before	after	Residents		Non residents		Daytime		Night time		
						before	after	before	After	before	After	before	After	
3	438	161	231	114	144	24	44	13	23	224	154	77	77	nil
4	268	73	85	89	100	29	23	16	16	28	46	44	61	nil
5	294	123	106	103	104	32	22	8	18	83	66	63	64	nil
6/6a	311	117	157	70	96	14	26	0	18	103	113	56	52	3
7	531	291	316	317	346	(60)	82	(30)	53	201	181	227	211	nil
TOTAL	1,842	765	895	693	790	159	197	67	128	639	560	467	465	nil

(x) assumed. Not all streets were subject to a “before” registration plate survey

Summary of Before and After 24 hour Restriction parking in Zone 1A

Summary of Before and After 24 hour Restriction parking in Zone 1A											
Before Surveys 25/27 May 2017						After surveys 13/15 February 2018					
Zone	Street	Section		Total DAY	Total NIGHT	More than 24 hour stay residents	More than 24 hour stay Non residents	Less than 24 hour stay DAY	Less than 24 hour stay NIGHT	Est. number of available spaces	includes number of rentals more than 24hours
1A	Kauri	Broadway to Kedah	before	32	17	1	12	19	4	59	
			after	20	5	0	0	20	5		
	Kedah to Broadway	before	12	15	1	5	6	9	22	4	
		after	12	4	2	0	10	2			
	Miro	Kedah to Broadway	before	32	24	1	13	18	10	46	4
			after	14	4	0	0	14	4		
	Broadway to Kedah	before	30	22	4	5	21	13	38		
		after	22	15	2	3	17	10			
	Hobart	Broadway to Kedah	before	21	12	4	5	12	3	21	3
			after	8	7	0	0	8	7		
	Kedah to Broadway	before	12	10	0	2	6	8	23		
		after	8	8	0	0	8	8			
	Broadway	Miro to Kauri	before	0	0	0	0	0	0	2	
			after	0	0	0	0	0	0		
Kauri to Hobart	before	0	0	0	0	0	0	3			
	after	2	0	0	0	2	0				
Total	ZONE 1A	BEFORE	139	100	11	42	86	47		11	
		AFTER	86	43	4	3	79	36	214	nil	

Summary of Before and After 24 hour Restriction parking in Zone 1B											
Before Surveys 25/27 May 2017						After surveys 13/15 February 2018					
Zone	Street	Section		Total DAY	Total NIGHT	More than 24 hour stay residents	More than 24 hour stay Non residents		Less than 24 hour stay DAY	Less than 24 hour stay NIGHT	Est. number of available spaces
1B	Kauri	Kedah to Caledonia	before	7	6	1	2		4	3	14
			after	8	5	4	1		3	0	
	Caledonia to Kedah	before	9	9	3	0		6	6	12	
		after	8	10	3	1		4	6		
	Miro	Kedah to Caledonia	before	9	7	1	1		7	5	16
			after	1	7	5	0		-4	2	
	Caledonia to Kedah	before	4	5	1	1		2	3	16	
		after	5	6	0	0		5	6		
	Hobart	Kedah to Caledonia	before	9	13	0	3		6	10	20
			after	7	5	1	1		5	3	
	Caledonia to Kedah	before	6	7	2	0		4	5	18	
		after	8	3	1	0		7	2		
	Kedah	Hobart to Kauri	before	0	0	0	0		0	0	2
			after	1	1	0	1		0	0	
	Kauri to Miro	before	3	5	3	0		0	2	21	
		after	1	0	0	0		1	0		
	Miro to Calabar	before	4	2	0	1		3	1	12	
		after	0	2	0	0		0	2		
	Calabar to Miro	before	0	0	0	0		0	0	5	
		after	2	4	1	0		1	3		
	Miro to Kauri	before	3	1	0	1		2	0	1	
		after	2	1	0	0		2	1		
	Kauri to Hobart	before	1	1	1	0		0	0	6	
		after	0	0	0	0		0	0		
	Caledonia	Hobart to Kauri	before	0	4	0	0		0	4	4
			after	3	1	0	0		3	1	
	Kauri to Miro	before	5	6	1	1		3	4	10	
		after	3	6	2	0		1	4		
	Miro to Calabar	before	5	8	3	0		2	5	3	
		after	3	6	0	1		2	5		
	Calabar to Miro	before	3	5	1	0		2	4	11	
		after	3	4	0	0		3	4		
	Miro to Kauri	before	3	6	1	0		2	5	10	
		after	6	4	0	0		6	4		
	Kauri to Hobart	before	1	1	2	0		-1	-1	4	
		after	2	1	1	0		1	0		
	Total	ZONE 1B	BEFORE	72	86	20	10		42	56	185
			AFTER	43	66	18	5		20	43	



Summary of Before and After 24 hour Restriction parking in Zone 3											
Before Surveys 25/27 May 2017						After surveys 13/15 February 2018					
Zone	Street	Section		Total DAY	Total NIGHT	More than 24 hour stay residents	More than 24 hour stay Non residents	Less than 24 hour stay DAY	Less than 24 hour stay NIGHT	Est. number of available spaces	
3	Kauri	Caledonia to Wexford	before	13	7	2	0	11	5	12	
			after	13	12	7	0	6	5		
	Wexford to Caledonia	before	16	8	3	1	12	4	12		
		after	15	12	3	2	10	7			
	Hobart	Caledonia to Chelsea	before	21	11	2	2	17	7	15	
			after	13	11	2	2	9	7		
		Chelsea to Caledonia	before	22	15	7	0	15	8	28	
			after	15	16	4	1	10	11		
		Chelsea to Miramar	before	3	13	1	1	1	11	20	
			after	13	11	4	0	9	7		
	Miramar to Chelsea	before	28	6	1	0	27	5	34		
		after	13	10	2	2	9	6			
	Chelsea Triangle	All	before	9	0	0	0	9	0	10	
			after	6	2	0	0	6	2		
	Miramar	Hobart to Portsmouth All	before	4	1	1	0	3	0	25	
			after	18	2	1	0	17	1		
	Portsmouth	Both Sides	before	17	2	0	1	16	1	26	
			after	22	1	0	1	21	0		
	Stone Southampton	Miramar to Wexford	before	43	19	1	4	38	14	43	
			after	28	25	5	8	15	12		
		Wexford to Miramar	before	11	2	0	0	11	2	93	
			after	11	5	0	1	10	4		
	Wexford	Kauri to Hobart	before	20	3	1	1	18	1	21	
			after	16	2	2	0	14	0		
		Hobart to Kauri	before	10	0	0	0	10	0	10	
			after	8	7	0	1	7	6		
	Ellesmere	Devonshire to Chelsea	before	10	12	4	1	5	7	30	
			after	14	10	5	1	8	4		
		Chelsea to Devonshire	before	10	10	0	0	10	10	29	
			after	9	9	6	1	2	2		
	Chelsea	Hobart to Aparima	before	15	3	0	1	14	2	17	
			after	3	3	1	2	0	0		
Aparima to Hobart		before	9	2	1	1	7	0	13		
		after	4	6	2	1	1	3			
Total	ZONE 3	BEFORE	261	114	24	13	224	77	438		
		AFTER	221	144	44	23	154	77			



Summary of Before and After 24 hour Restriction parking in Zone 4											
Before Surveys 25/27 May 2017						After surveys 13/15 February 2018					
Zone	Street	Section		Total DAY	Total NIGHT	More than 24 hour stay residents	More than 24 hour stay Non residents	Less than 24 hour stay DAY	Less than 24 hour stay NIGHT	Est. number of available spaces	
4	Fife	Crawford Green to Quadrant	before	2	3	2	0	0	1	15	
			after	7	8	3	0	4	5		
	Quadrant to Crawford Green	before	1	4	1	0	0	3	17		
		after	9	9	1	6	2	2			
	Torridon	Crawford Green to Strathaven	before	4	3	1	2	1	0	20	
			after	6	9	1	3	2	5		
		Strathaven to Devonshire	before	6	10	4	1	1	5	21	
			after	6	8	4	1	1	3		
		Devonshire to Strathaven	before	4	5	2	0	2	3	20	
			after	4	5	2	0	2	3		
	Strathaven to Crawford Green	before	4	6	2	1	1	3	17		
		after	6	5	6	0	0	-1			
	Strathaven	Ellesmere to Quadrant	before	9	15	3	2	4	10	32	
			after	5	10	0	0	5	10		
		Quadrant to Ellesmere	before	9	14	3	3	3	8	27	
			after	11	14	4	2	5	8		
	Quadrant	Broadway to Ira	before	6	9	3	2	1	4	20	
			after	6	9	0	1	5	8		
		Ira to Broadway	before	8	8	3	1	4	4	20	
			after	6	12	1	1	4	10		
	Ira	Broadway to Devonshire	before	11	6	4	1	6	1	28	
			after	11	4	1	0	10	3		
		Devonshire to Broadway	before	9	6	1	3	5	2	31	
			after	8	7	0	2	6	5		
Total	ZONE 4	BEFORE	73	89	29	16	28	44	268		
		AFTER	85	100	23	16	46	61			

Summary of Before and After 24 hour Restriction parking in Zone 5											
Before Surveys 25/27 May 2017						After surveys 13/15 February 2018					
Zone	Street	Section		Total DAY	Total NIGHT	More than 24 hour stay residents	More than 24 hour stay Non residents	Less than 24 hour stay DAY	Less than 24 hour stay NIGHT	Est. number of available spaces	
5	Devonshire	Ellesmere to Aparima	before	2	6	2	0	0	4	12	
			after	3	5	1	1	1	3		
		Aparima to Argentina	before	1	2	0	0	1	2	5	
			after	0	2	0	0	0	2		
		Argentina to Ira	before	1	4	1	0	0	3	9	
			after	4	4	0	1	3	3		
		Ira to Argentina	before	0	1	0	0	0	1	8	
			after	3	3	1	2	0	0		
		Argentina to Aparima	before	1	1	0	0	1	1	4	
			after	1	1	0	0	1	1		
		Aparima to Ellesmere	before	1	1	1	0	0	0	9	
			after	1	2	0	0	1	2		
	Aparima	Chelsea to Devonshire	before	16	17	7	1	8	9	35	
			after	14	10	5	2	7	3		
		Devonshire to Chelsea	before	15	16	5	1	9	10	33	
			after	12	19	5	4	3	10		
	Argentina	Chelsea to Devonshire	before	12	17	6	1	5	16	34	
			after	10	16	1	4	5	12		
		Devonshire to Chelsea	before	15	24	6	2	7	22	37	
			after	8	24	4	1	3	23		
	Chelsea	Miramar to Argentina	before	3	2	2	1	0	1	11	
			after	2	2	0	0	2	2		
		Argentina to Aparima	before	10	2	0	0	10	2	16	
			after	8	6	2	1	5	5		
		Aparima to Argentina	before	12	3	1	1	10	2	18	
			after	6	1	0	0	6	1		
	Argentina to Miramar	before	1	0	0	0	1	0	18		
		after	2	2	2	0	0	2			
	Miramar	Chelsea to Hobart	before	18	3	0	0	18	3	21	
			after	17	3	0	1	16	2		
Hobart to Chelsea		before	15	4	1	1	13	2	24		
		after	15	4	1	1	13	2			
Total	ZONE 5	BEFORE	123	103	32	8	83	63	294		
		AFTER	106	104	22	18	66	64			



Summary of Before and After 24 hour Restriction parking in Zone 7														
Before Surveys 25/27 May 2017														
After surveys 13/15 February 2018														
Zone	Street	Section		Total DAY	Total NIGHT		More than 24 hour stay residents	More than 24 hour stay Non residents		Less than 24 hour stay DAY	Less than 24 hour stay NIGHT	Est. number of available spaces		
7	Salek	Rongotai to Coutts	before	13	19					13	19	19		
			after	9	12		5	1		3	6			
		Coutts to Rongotai	before	13	16					13	16	26		
			after	14	16		5	2		7	9			
	Coutts	Marmari to Turangi	before	13	19					13	19	25		
			after	5	17		2	1		2	14			
		Turangi to Marmari	before	8	15					8	15	25		
			after	6	14		1	2		3	11			
		Turangi to Bridge	before	6	5					6	5	10		
			after	6	8		3	1		2	4			
		Bridge to Tunnel	before	5	5					5	5	10		
			after	6	4		1	1		4	2			
		Tunnel to Bridge	before	17	10					0	0	17	10	16
			after	21	12					1	6	14	5	
	Bridge to Turangi	before	6	7					2	0	4	5	11	
		after	6	11					5	1	0	5		
	Salek to Marmari	before	1	0						1	0		2	
		after	3	0					0	0	3	0		
	Marmari to Salek	before	1	3						1	3		4	
		after	1	2					0	0	1	2		
	Marmari	Both sides	before	6	5					6	5		10	
			after	7	5		1	0		6	4			
	Tirangi	Coutts to End	before	17	35					17	35		40	
			after	21	36		10	4		7	22			
		End to Coutts	before	18	35					18	35		45	
			after	22	36		9	3		10	24			
	Lonsdale	Tirangi to Rongotai	before	16	23					16	23		53	
			after	20	25		11	3		6	11			
		Rongotai to Tirangi	before	12	21					12	21		38	
			after	15	17		7	2		6	8			
	Tirangi North Cairns	Both Sides	before	11	12					11	12		11	
			after	10	11		3	0		7	8			
		Tirangi to End	before	14	4					14	4		13	
			after	15	7		0	1		14	6			
		End to Tirangi	before	15	7					15	7		11	
			after	18	7		2	0		16	5			
	Bridge	Cairns to Gaudin	before	7	8					7	8		20	
			after	11	10		0	2		9	8			
		Gaudin to Coutts	before	9	7					9	7		11	
			after	8	7		0	2		6	5			
	Coutts to Gaudin	before	16	18					16	18		35		
		after	14	32		8	3		3	21				
	Gaudin to Cairns	before	11	15					11	15		18		
		after	15	10		0	0		15	10				
	Gaudin	Both Sides	before	0	0					0	0		11	
			after	2	2		1	0		1	1			
	Rongotai	Salek to Lonsdale	before	8	4					8	4		8	
			after	5	0		0	0		5	0			
		Lonsdale to Cairns/Tirangi	before	11	4					11	4		9	
			after	8	3		0	1		7	2			
		Cairns/Tirangi to Jean Batten	before	12	4					12	4		17	
			after	14	12		2	6		6	4			
Jean Batten to Cairns/Tirangi		before	21	5					21	5		23		
		after	25	18		1	10		14	7				
Cairns/Tirangi to Lonsdale		before	4	8					4	8		6		
		after	3	4		2	0		1	2				
Lonsdale to Salek	before	0	3					0	3		4			
	after	6	8		2	1		3	5					
Total	ZONE 7	BEFORE	291	317					201	227		531		
		AFTER	316	346		82	53		181	211				

## APPENDIX C

### Comparison of Numbers Parking by Street in Restricted Zones 2015 and 2017

Zone	Street	Section (both sides of the road)	December 2015	May 2017	December 2017
1A	Kauri	Broadway to Kedah	76	44	36
	Hobart	Broadway to Kedah	42	33	23
	Miro	Broadway to Kedah	82	62	36
	Broadway	Kauri to Hobart	12	0	3
		Subtotal	212	139	98
1B	Kedah	All	36	23	17
	Hobart	Kedah to Caledonia	29	15	13
	Miro	Kedah to Caledonia	15	13	8
	Kauri	Kedah to Caledonia	25	16	14
		Subtotal	105	67	52
2	Broadway	Wayside to Crawford Green	27	28	15
	Ellesmere	Crawford Green to Devonshire	19	0	9
	Wayside West	All	20	17	8
	Wayside	All	26	13	5
	Liverpool	All	14	15	11
	Strathmore	Hobart to Ellesmere	12	10	11
	Crawford Green	All	13	13	18
		Subtotal	131	96	77
<b>Total</b>			<b>448</b>	<b>302</b>	<b>227</b>

1. December 2015 - peak parking demand – no restrictions
2. May 2017 - parking following vandalism – no restrictions
3. December 2017 - P24 restriction in place

## **APPENDIX D**

### **Enforcement Activity**

**Summary of Enforcement with P24 Hour Restriction  
September 2017 to February 2018**

Zone	Street	Number of tickets issued			
		Warning	Exceeding 24 hour stay	Tow away	Total
1A and 1B	Kauri	84	58	13	156
	Kedah	13	8	3	24
	Miro	66	36	9	111
	Hobart	35	22	4	61
	Caledonia	18	12	3	33
2	Liverpool	11	8	0	19
	Broadway	26	12	2	40
	Crawford Green	11	9	3	23
	Devonshire	8	6	0	14
	Strathavon	5	1	0	6
	Wayside	9	7	2	18
	Wayside West	12	4	1	17
<b>Total</b>		<b>298</b>	<b>183</b>	<b>41</b>	<b>522</b>

**Number of Tickets Issued by Street – Exceeding 24 hour Stay**

Zone	Street	Number of tickets used by month						Total
		2017				2018		
		Sept	Oct	Nov	Dec	Jan	Feb	
1A and 1B	Kauri	7	13	9	9	6	14	58
	Kedah	0	0	5	3	0	0	8
	Miro	10	5	3	2	3	13	36
	Hobart	0	8	4	2	2	6	22
	Caledonia	0	4	3	0	0	5	12
2	Liverpool	1	1	1	3	1	1	8
	Broadway	1	2	1	1	2	5	12
	Crawford Green	1	3	3	0	1	1	9
	Devonshire	0	2	0	0	2	2	6
	Strathavon	0	0	0	0	0	1	1
	Wayside	2	1	1	0	2	1	7
	Wayside West	0	0	1	3	0	0	4
<b>Total</b>		<b>22</b>	<b>39</b>	<b>31</b>	<b>23</b>	<b>19</b>	<b>49</b>	<b>183</b>

### Number of Warnings Issued for Exceeding 24 Hour Stay

Zone	Street	Number of tickets issued by month							Total
		2017					2018		
		Aug	Sept	Oct	Nov	Dec	Jan	Feb	
1A and 1B	Kauri	15	16	23	11	21	12	1	99
	Kedah	4	5	1	5	1	1	0	17
	Miro	15	22	13	10	7	11	3	81
	Hobart	10	10	13	6	1	4	1	45
	Caledonia	0	5	5	3	0	4	1	18
2	Liverpool	5	4	1	2	3	1	0	16
	Broadway	9	11	6	1	4	2	2	35
	Crawford Green	7	4	3	0	2	2	0	18
	Devonshire	3	2	3	0	1	2	0	11
	Strathaven	2	2	3	0	0	0	0	7
	Wayside	2	0	3	3	2	1	0	11
	Wayside West	1	2	1	3	6	0	0	13
<b>Total</b>		<b>73</b>	<b>83</b>	<b>75</b>	<b>44</b>	<b>48</b>	<b>40</b>	<b>8</b>	<b>371</b>

### Number of Vehicles Towed Away for Exceeding 24 Hour Stay

Zone	Street	Number of vehicles towed away						Total
		2017				2018		
		Sept	Oct	Nov	Dec	Jan	Feb	
1A and 1B	Kauri	2	5	1	2	2	2	14
	Kedah	0	0	1	2	0	0	3
	Miro	4	0	1	1	1	2	9
	Hobart	0	2	0	0	1	1	4
	Caledonia	0	1	1	0	0	1	3
2	Liverpool	0	0	0	0	0	0	0
	Broadway	0	0	0	0	0	2	2
	Crawford Green	0	1	2	0	0	0	3
	Devonshire	0	0	0	0	0	0	0
	Strathaven	0	0	0	0	0	0	0
	Wayside	1	0	0	0	1	0	2
	Wayside West	0	0	0	1	0	0	1
<b>Total</b>		<b>7</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>41</b>