

# Resident and Coupon Parking schemes (KCIF02) Response



**Mt Victoria Residents Association**



From the residents' perspective

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Strategy and Policy Committee  
Wellington City Council

## The parking concerns in Mt. Vic are unique

- The statistics presented in WCC's 20 August officer's report on the residents and coupon parking schemes clearly demonstrate that Mt Victoria has the most pressure for parking spaces. *In fact, it is the only location where the demand for resident parking exceeds the available on-street space*
- **Fact:** While the average allocation across all coupon zones is 57% coupon/33% resident only, in Mt Victoria over 60% of the spaces are allocated coupon. *This inequity should be remedied over the next year, with more resident only spaces created, focused on the highest-pressure streets such as Queen St.*



## Recommendations

### Near-term

- Increase resident only spaces from 568 to 659; corresponding decrease in coupon spaces from 896 to 805. MVRA to work with Council to identify streets for re-allocation
- Houses with no possibility of off-street parking should be entitled to one free resident permit per unit
- Improve coupon parking space allocation process

### Long-term

- Phase out coupon parking in Mt Vic over five years
- Review accommodation of visitors & tradespeople utilising international Best Practise

### On fees

- Coupon exemption permits should be free to residents
- Resident permit fees should remain unchanged; increase coupon fees from \$5/day to at least \$8/day



## Thank you

- MVRA does support a number of the proposed changes and believes with the refinements suggested herein the policy would be successful in re-balancing resident & coupon parking in residential zones

### Changes MVRA supports

- Increasing the number of resident-only parks in high pressure areas
- Resident parking should be restricted to properties in residential zones
- Eligibility for a new Residents' Permit should be subject to the number of off-street parks available – although we request some flexibility here. If a resident can legitimately show that their off-street space cannot be used for their car (garage has been converted but the rates information on file still indicates it is a garage) then resident should be entitled to a permit
- Reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings

