

Appendix 5: Consultation Document

Have your say on the proposed Resident and Coupon Parking Schemes

The Council wants to know what people think of its proposed changes to the Resident and Coupon Parking Schemes, which help manage Wellington City's on-street parking.

The proposed Resident and Coupon Parking Schemes will give residents priority for parking in inner residential areas. It will also balance the needs of local retailers, the community, educational institutions, recreational facilities, commuter parking and the need to allow the efficient movement of vehicles at peak times. The Resident Parking Scheme will also manage demand for permits so that parking space can be shared equitably between residents.

The proposed Resident and Coupon Parking Schemes reflect the priorities of the Parking Policy which was adopted by the Council in 2007.

What's being proposed?

The following changes are proposed:

- increasing the number of resident-only parks in high pressure areas
- establish Council guidelines to evaluate requests for new or extended resident parking areas
- resident parking to be restricted to properties in residential zones
- reduce over time the maximum allowance for new resident permits from two per household unit to one per unit for multi-unit dwellings.

Increasing the number of resident parks

The Coupon Parking Scheme was introduced to limit the growth in commuter traffic and to encourage the use of public transport, walking and cycling. The coupon 'zone', acts as an underlying restriction across the central area and surrounding inner residential areas. Coupon parking applies on weekdays and is free for the first two hours, after which a coupon must be displayed.

The Resident Parking Scheme provides parking spaces for residents in areas dominated by commuters and institutions. Residents of specified streets are eligible to apply for either a Residents' Parking Permit or a Coupon Exemption Permit for their area. A Coupon Exemption Permit allows the vehicle to use coupon parking, but not resident parking. A Residents' Parking Permit allows a vehicle to use both coupon and resident parking. Residents' Parking Permits cost \$90 a year and can be purchased on a pro-rata basis. Coupon Exemption Permits cost \$50 a year.

There is a high level of demand for parking in the coupon zone, particularly on streets closest to the central area. The Parking Policy supports giving priority to residents over commuters in inner residential areas so it is proposed that the Council increases the supply of resident parking in high pressure areas at the expense of coupon parking spaces. Requests from residents will be considered in balance with the need to maintain enough short stay parking for visitors and other road users.

Specific changes to the allocation of parking spaces will be proposed and approved through the traffic resolutions process in response to requests from residents. Residents who request additional resident parking will be asked to demonstrate a need and show support from other residents on the street. To ensure there is sufficient short stay parking to meet the needs of visitors and other road users, the aim is that no more than 50% of spaces on a street will be resident only spaces.

Proposed criteria for new or extended resident parking areas

Six resident parking areas are provided on the outskirts of the central area. In addition there are small resident parking areas in Newtown, Kilbirnie and Brooklyn. From time to time the Council receives requests for new resident parking areas and needs to evaluate whether resident parking is the most appropriate and effective method of managing parking pressure.

To inform the public and aid the Council's decision-making process the following criteria are proposed for new resident parking areas:

- a minimum of 50 resident permits would be required in the area
- 75% of residents in the affected area support the proposal
- residential zoned streets only, not suburban centres or central area.

Other factors that the Council will consider include whether parking pressure from non-residents is persistent and daily.

Changes to permit eligibility maps

The Council has a set of maps showing which streets are eligible for resident and coupon exemption permits. The Council's policy is to not give residents in the central area or suburban centres any on-street parking priority, however there are a number of streets eligible for permits that cross from one zone to another or are zoned as suburban centre. This creates problems with new developments in areas zoned as central area or suburban centre, as the District Plan does not require these developments to provide any off-street parking.

It is proposed that the permit eligibility maps are revised so that only properties zoned as residential are eligible for resident parking. With the exception of current permit holders, central area and suburban centre zoned properties will be ineligible for resident permits or coupon exemption permits.

Change to criteria for high density housing

All households in a permit area are currently able to apply for up to two resident permits and an unlimited number of coupon exemption permits. High density housing places extra pressure on road space disproportionate to single households.

It is proposed that the maximum number of resident permits per household units be reduced from two to one for multi-unit dwellings. Residents will still be able to apply for an unlimited number of Coupon Exemption Permits. The change will not apply to current permit holders.