
REPORT 3
(1215/52/IM)

PARKING POLICY IMPLEMENTATION: RESIDENT AND COUPON PARKING SCHEMES

1. Purpose of Report

This report presents the results of the public consultation on the review of Resident and Coupon Parking schemes and recommends a number of amendments to the schemes for the Committee to consider.

2. Executive Summary

At the SPC meeting on 20 August 2009 the committee agreed to go out to public consultation on a number of amendments suggested by officers to the resident and coupon parking schemes as follows:

- *Increasing the amount of resident parking in existing permit areas as required*
- *Establishing Council guidelines to evaluate requests for new or extended resident parking areas*
- *Resident parking to be restricted to properties in residential zones*
- *Reducing the maximum allowance of resident permits from 2 per household unit to 1 per unit for multi-unit dwellings*
- *Discussion about pricing of resident and coupon parking*
- *That the permit eligibility criteria specify that property owners with off-street parking do not have the right to resident parking permits.*

The consultation period ran from Monday 14 September 2009 until Friday 16 October 2009. In total 427 written submissions were received and 22 oral submissions were subsequently heard by the Strategy and Policy Committee on the 5th and 17th of November.

The results showed a majority of public support for the five proposed amendments to the schemes. The proposed amendments have been further refined to incorporate feedback from consultation, and are now recommended to the Committee for consideration.

3. Recommendations

Officers recommend that the Committee:

1. *Receive the information.*

2. *Agree to;*

(a) *Continue to provide:*

- (i) *A resident parking permit scheme to provide pools of parking spaces for residents to come and go in areas dominated by non-residents such as commuter and institutional parking.*
- (ii) *A coupon payment scheme in high demand areas in order to manage demand, reduce congestion and encourage more sustainable modes of transport, i.e. public transport, walking or cycling.*

(b) *Increase the amount of resident parking within existing permit areas, subject to the following guidelines:*

- (i) *No more than around 50 % of a street to be resident parking.*
- (ii) *Evidence of consistent pressure on resident spaces.*
- (iii) *Consideration is given to availability of off-street parking facilities and other on-street parking demands; i.e. Visitors, businesses, servicing and potential effects caused by migration of parking pressure into neighbouring streets.*

(c) *The use of the following guidelines to evaluate requests for new resident parking areas:*

- (i) *A minimum of 50 resident parking permits required in the area.*
- (ii) *75 per cent of residents in the affected area support the proposal.*
- (iii) *Residential zoned streets only considered (i.e. not suburban centres or the central area).*
- (iv) *Consideration is given to availability of off-street parking facilities and other on-street parking demands; i.e. Visitors, businesses, servicing and potential effects caused by migration of parking pressure into neighbouring streets.*

(d) *Restrict eligibility to the resident parking scheme to properties in residential zones or heritage listed residential buildings as defined in the District Plan and shown on the eligibility maps (see Appendix 2). To take effect on 1 January 2010*

(e) *Reduce the maximum allowance of resident permits from 2 per household unit to 1 per unit for multi-unit dwellings (being a property with three or more individually rateable residential household units) for any new applications.*

(f) *Review resident and coupon parking fees as part of the next Annual Plan process, utilising the guidelines presented in this report.*

3. *Note that changes to permit eligibility criteria will not affect current permit-holders. Existing permits will be renewed indefinitely for the person who originally applied, as long as they continue to reside at the same address.*
4. *Note that any residents living within the eligibility areas will continue to be eligible for an unlimited number of coupon exemption permits regardless of whether they are eligible for a resident parking permit.*

4. Background

The first resident parking areas were introduced in Dixon Street and Mt Victoria in the 1980s. Subsequently similar areas have been progressively introduced in other areas. The scheme was designed to provide pools of parking spaces for residents to come and go during the day in areas dominated by all day commuter and institutional parking. The scheme was not intended to provide dedicated or minimum guaranteed parking facilities to all residents.

Coupon parking was introduced in 1993 to limit the growth in commuter traffic and to encourage the use of public transport, walking and cycling. This is achieved by charging for parking in the coupon zone after the first 2 hours of parking. Residents can apply for a coupon exemption permit which exempts them from daily parking charges.

The Council adopted a parking policy in September 2007, which provides a direction for how the Council can manage the limited resource of on-street parking in order to achieve the best outcome for the city.

The first activity in the parking policy's implementation plan was to review the resident and coupon parking schemes. The policy provides a high-level framework which has guided the reviews.

The objectives of the review have been to:

- Ensure both schemes are aligned with parking policy principles
- Clarify and articulate policies regarding resident and coupon parking, including guidelines for when resident parking restrictions will be used
- Ensure the permit scheme can manage current demand and future growth
- Address administrative issues associated with permits.

5. Discussion

The review of the resident and coupon parking schemes found that overall the schemes were working well. A number of minor changes were proposed in the 20 August 2009 report.

The proposed changes to the schemes, which were approved by SPC with the addition of two amendments, were sent out for public consultation to 3688

residents and 496 affected parties. 800 consultation documents were placed on vehicle windscreens in the coupon zones around the city. The consultation document was available at the service centre, library and on the Council website. All Wellingtonians were notified of the public consultation and asked to provide feedback through an article in the “Our Wellington Page” of the Dominion Post newspaper in October 2009.

The public were asked five questions directly relating to the recommendations, as follows. A summary of the responses is detailed in Appendix 1.

5.1 Increasing the number of resident parks within existing permit areas

The Parking Policy supports giving priority to residents over commuters and institutional parking in inner residential areas. It is therefore proposed to give officers the ability to increase the supply of resident parking in resident parking areas where there is high parking pressure, while considering the overall demands for kerb-side space such as visitors, tradesmen and businesses.

One of the reasons that coupon parking was introduced was to form a collar of restricted parking around the CBD to limit commuter growth and encourage the use of public transport, walking and cycling. Coupon parking is now the cheapest parking for commuters in close vicinity to the city. At the same time, residents are having difficulty finding parks in many of these areas. This recommendation is proposed so that officers can adjust the quantity of resident parks in these high pressure areas, which is in line with the parking policy priorities.

Resident parking permits and coupon exemption permits allow residents to use the coupon zone free of daily charges and time limits.

The submissions showed a high level of public support for this recommendation with 72% of responses in favour.

The following guidelines are recommended for assessing requests for additional resident parking spaces within the resident parking areas:

- No more than around 50 % of a street to be resident parking
- Evidence of consistent pressure on resident spaces
- Consideration is given to availability of off-street parking facilities and other on-street parking demands; i.e. visitors, businesses, servicing and potential affects caused by migration of parking pressure into neighbouring streets.

Given the high level of public support, officers recommend the above proposal as per recommendation 2(b).

5.2 Guidelines to evaluate requests for new resident parking areas

Officers often receive requests for new resident parking areas outside the existing zones. Establishing a new resident parking area requires a significant investment by the Council which includes surveys, assessment, administration

and enforcement efforts. Guidelines are proposed to aid the Council's decision making process when evaluating requests.

The proposed criteria for a new resident parking area are:

- A minimum of 50 resident parking permits required in the area
- 75 per cent of residents in the affected area support the proposal
- Residential zoned streets only considered (i.e. not suburban centres or the central area)
- Consideration is given to availability of off-street parking facilities and other on-street parking demands; i.e. Visitors, businesses, servicing and potential affects caused by migration of parking pressure into neighbouring streets.

The scheme should not be used to promote increased levels of private car ownership.

The recommendation requires input from the public as the Council has limited resources to follow up every request with surveys. Support from the residents in the affected area is important as requests that come from an individual may not represent the views of the whole street. With appropriate input from the public the Council is able to obtain a better idea of the pressures that exist on the street or community.

The submissions showed a good level of public support for this recommendation with 66% of responses in favour.

A process will be developed so that it is as easy as possible for the public to apply for a new resident parking area. A standard form will be made available on the Council's website.

In general terms the process will be as follows:

- A request comes from members of the public
- Information and survey forms are issued to the requestor.
- The forms are distributed within the affected area for completion and return to Council.
- The request is assessed against the criteria.
- If a complying request is received, officers will proceed to survey, plan and implement the new scheme.

Given the high level of public support, officers recommend the above proposal as per recommendation 2(c).

5.3 Restricting resident parking eligibility to residential zones

The Parking Policy gives residents priority for on-street parking in residential areas, not in the central area or suburban centres. It is therefore recommended that permit eligibility is aligned with District Plan zoning so that only properties zoned as residential can be issued permits. The permit eligibility maps are in Appendix 2.

As noted in the August 2009 report, existing permit holders will not be affected and remain eligible. A small number of existing permit holders have addresses outside the revised eligibility boundaries, and although they will retain their eligibility while they continue to reside there, as they move out, new owners or occupiers will not be eligible. Around 278 out of a total of around 4740 existing permit holders would be affected over time.

Based on feedback received, eligibility should also be considered (on a case-by-case basis) for any properties that are listed as heritage residential buildings within the District Plan and, because of the restrictions placed on them, cannot be modified to provide off-road parking facilities.

This recommendation had the highest public support with 78%.

Given the high level of public support, officers recommend the above proposal as per recommendation 2(d).

5.4 Restricting eligibility for a Resident Parking Permit subject to the number of off-street parks on the property

The Committee proposed that the number of off-street parks available on a property should affect the number of resident parking permits available for residents.

The submissions showed a good level of public support for this recommendation with 67% of responses in favour.

Despite the high public support, officers are recommending against this proposal. This is due to a number of issues identified by officers and raised during public consultation.

Administratively, this proposal cannot be practically implemented:

- Off-street car parks cannot always be clearly defined. People can park on their driveway, across the front lawn or on any sealed part of their section.
- The car park may not be available to the person applying for the permit. In a flatting situation there are many people in one residence. Sometimes there can be many units on one property sharing a smaller number of parking spaces. In some instances there are parks on a section, however the landlord does not make them available for tenants.
- Garages are not required to be used for parking a vehicle. Garages are sometimes used for storage or as a spare room.
- Accessing and keeping the information accurate and up-to-date would be costly, time consuming and liable to incorrect information being supplied.

This proposal would disadvantage property owners who choose to invest in their property by adding a garage or parking space on their section. This could lead to an increase rather than a reduction in on-road parking.

Properties with off-street parking typically pay higher rates. It would appear unfair to prevent them from parking on the street as other residents can.

The aim of the proposal was to reduce the pressure on the resident parking areas. Including this consideration within recommendations 2(b) and (c) should achieve this goal in a more equitable way and with less administrative complexity.

5.5 Reducing the maximum allowance of resident parking permits from two per household unit to one per unit for multi-unit dwellings

All households in a permit area are currently eligible for two resident parking permits and an unlimited number of coupon exemption permits. It is proposed to reduce this down to one permit per unit for multi-unit dwellings; however they will still be eligible for unlimited coupon exemption permits.

Note that a multi-unit dwelling for this purpose is defined as a property with 3 or more individually rateable residential household units. The proposal is not intended to disadvantage people that have subdivided their property into two separate units.

This recommendation is suggested as multi-unit dwellings, especially new infill developments, place a disproportionate amount of pressure on kerb-side parking compared to single household units. Surveys of the residential parking areas showed that, in general, most other areas where such multi-unit complexes did not exist were performing satisfactorily, and only minor changes were required around pressure points created by multi-unit dwellings.

It was raised by some submitters that it was unfair to single out multi-unit dwellings. As mentioned above, the recommendation is used to pin point the pressure areas. Consideration was given to reducing the number of permits for all residents down to one, however this was seen to be unnecessary at this time. In conjunction with the other recommendations it is thought that this recommendation will cater for future demand.

It is proposed that all current permit holders will continue to be eligible for their permits as long as they continue to reside at their current address. There will likely be no immediate impact from this recommendation but over time there will be less localised pressure resulting from both existing and new multi-unit developments.

This recommendation had the lowest public support but still a majority in favour with 56% support. Officers recommend the above proposal as per recommendation 2(e).

5.6 Pricing

The consultation document asked the public what they thought of the current fees for resident parking permits, coupon exemption permits and daily coupons.

No specific recommendations were proposed, however it was suggested that the parking fees were generally too low.

Across each of the permits there is little support for decreasing the fees. Most support is given to retaining prices as they are, or increasing them. The most popular method of increasing the fees was to use the CPI or small gradual increases. This was indicated through written comments from submitters.

There was general negativity towards commuters who park in the coupon zone. Many comments said the prices were too low and that the Council should be encouraging more sustainable modes of transport by using parking fees to influence behaviour and bring them more in line with inner city parking rates. The recommendations that are included in this report move some way towards discouraging the use of the coupon zone by commuters and giving more priority to the residents. Price would also be an effective tool for managing the use of the coupon zone.

The consultation showed that approximately 30% of submitters thought that fees for each of the three categories should change. The graphs in Appendix 2 show that most of these people thought fees should be increased.

Officers believe that the current fee for resident parking permits and coupon exemption permits are generally appropriate, and within the levels permitted under legislation, i.e. based on the recovery of costs associated with the provision of the resident parking scheme. Fee increases to date have been sporadic and were based on CPI increases through the Annual Plan process. It is recommended that this approach be continued in future. This recommendation is in line with the consultation feedback.

Officers suggest that daily and monthly coupon fees should be considered for an increase through the next Annual Plan process. These are predominantly used by commuters and the fees are lower than CBD commuter parking. There is however a strong likelihood that large increases to the coupon fee will encourage more commuters to park in CBD car parks as the prices become more relative to each other, and some will migrate further out into other residential streets where this is possible. Gradual increases are therefore recommended to prevent adverse behaviour change.

At the same time, Council strategies and policies aim to reduce commuting and promote sustainable modes (Transport Strategy 2006, Parking Policy 2007, Walking Policy 2008 and Cycling Policy 2008). Striking an appropriate balance between using coupon pricing as a tool to promote Council policies while recognising the pragmatic effects, needs to be carefully considered. This includes, in addition to the potential migration of commuter parking into other areas, the matter of affordability due to the constrained economy.

It is interesting to note there has been a steady decline of around 9% in coupon parking use since 2006 (while public transport use has been increasing).

The table below shows the fees for each of the parking categories since 2001. and recommended increases to resident permit and coupon fees for consideration in the 2010/11 Annual Plan round.

Year	Resident Permits		Coupons	
	Resident Parking Permit	Coupon Exemption Permit	Daily Coupon	Monthly Coupon
2001	\$55	Free	\$3	\$35
2002	\$90	Free	\$4	\$70
2003	\$90	\$30	\$4	\$70
2006	\$90	\$50	\$5	\$80
2009 Recommended	\$105/year	\$55/year	\$5.50/day	\$90/month

Resident Parking Permit

- Proposed increase based on actual cost fluctuations since the last price increase in 2002.

Coupon Exemption Permit

- Proposed increase based on actual cost fluctuations since the last price increase in 2006.

Daily Coupon

- Proposed increase based on cost of living increase since the last price rise in 2006 moving incrementally to improve relative to costs for public transport and commercial parking fees.

Monthly Coupon

- Proposed increase relative to the increase in the daily coupon fee, and based on daily fee times number of days typically used per month.

6. Conclusion

The review of the resident and coupon parking schemes has found that overall the schemes are working well. Some minor amendments are proposed to ensure that the schemes reflect Council policy priorities and can cater for future growth, especially in areas that are already under pressure, while at the same time taking into account other factors including current parking trends, affordability, potential downside behavioural effects of higher charges etc.

Public consultation shows that the public broadly support the recommendations in this report. Some changes have been made to the recommendations as a result of public consultation and further consideration by officers.

Contact Officers: *Steve Spence, Chief Transport Planner, Jon Visser, Manager Infrastructure Performance, Stephen Harte Programme Manager Transport Network Development, Stephen Carruthers, Transport Planner. Infrastructure Directorate*

Supporting Information

1) Strategic Fit / Strategic Outcome

The Parking Policy supports Council's strategic direction in that it aims to balance and deliver desired outcomes in the Transport, Urban Development, Economic Development, Environmental, Social and Recreation, Cultural wellbeing Strategies. The Policy supports Council activities as a provider of on-street parking, a manager of public road space, a regulator of off-street parking and a facilitator of arrangements to achieve parking goals.

2) LTCCP/Annual Plan reference and long term financial impact

The cost of proposed actions will be met from within existing budgets – C290 Parking Services and Enforcement, CX319 – Roadside Parking Improvements

3) Treaty of Waitangi considerations

N/A

4) Decision-Making

This is not a significant decision.

5) Consultation

a) General Consultation

This is a report back from Consultation. Results have been included.

b) Consultation with Maori

Mana whenua have not been consulted separately.

6) Legal Implications

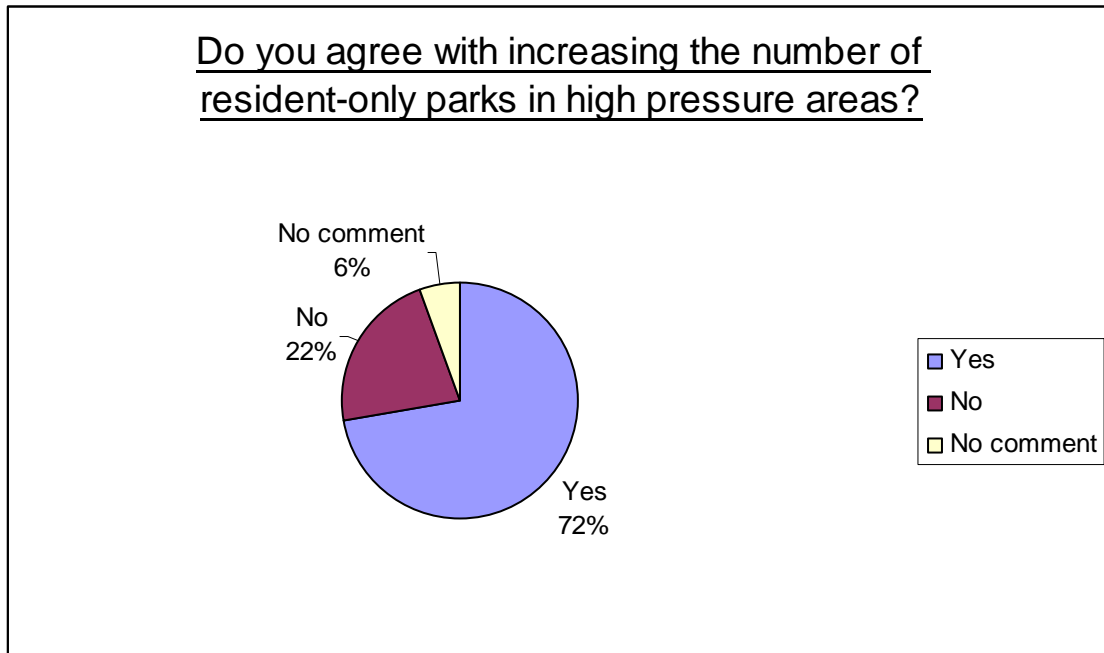
Legal opinion has been sought in relation to the proposed fee review.

7) Consistency with existing policy

This report is consistent with the Parking Walking and Cycling Policies

Appendix 1. Consultation results

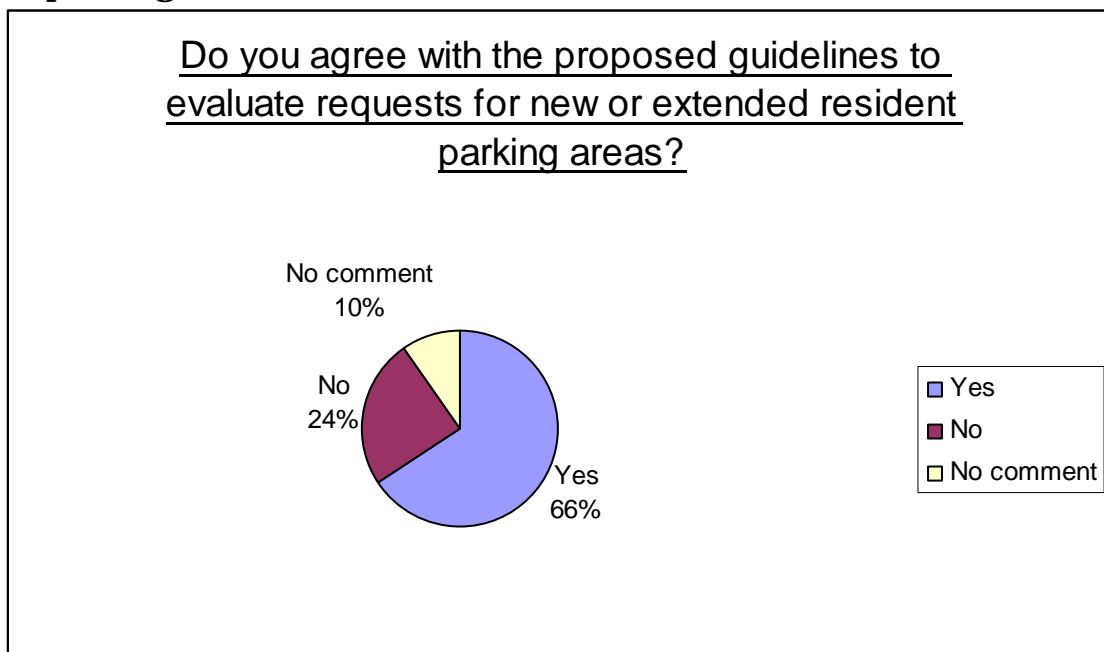
- Increasing Resident-only parks in high pressure areas



Comments from submitters suggested that;

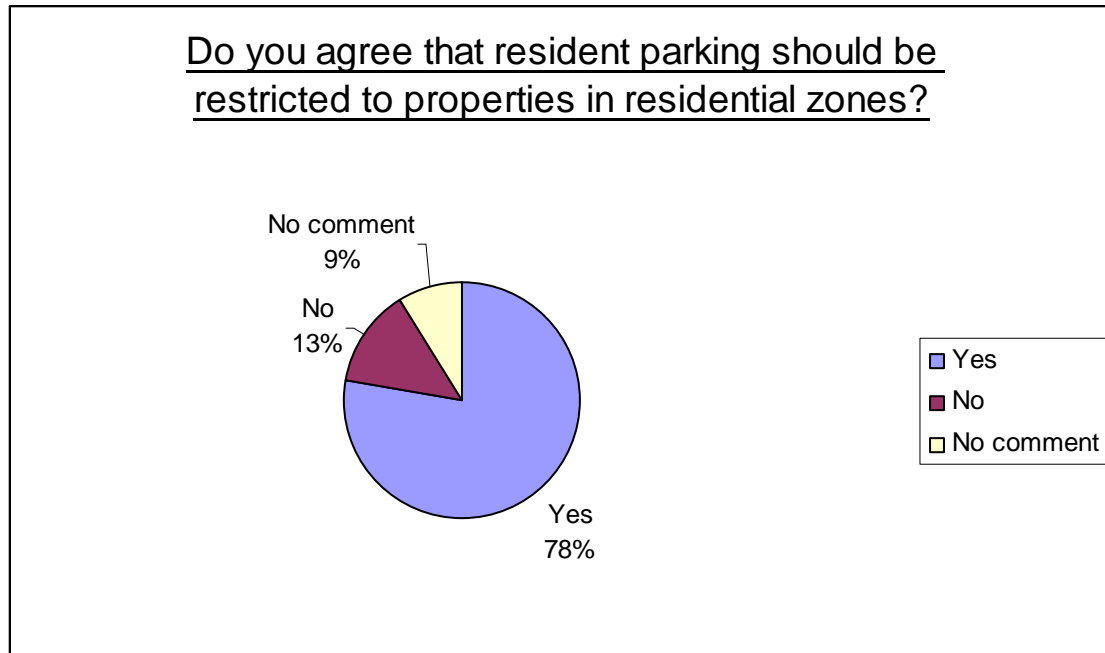
- better provisions need to be made for tradesmen
- more enforcement is needed
- visitors need to be accommodated

- Guidelines to evaluate requests for new or extended resident parking areas

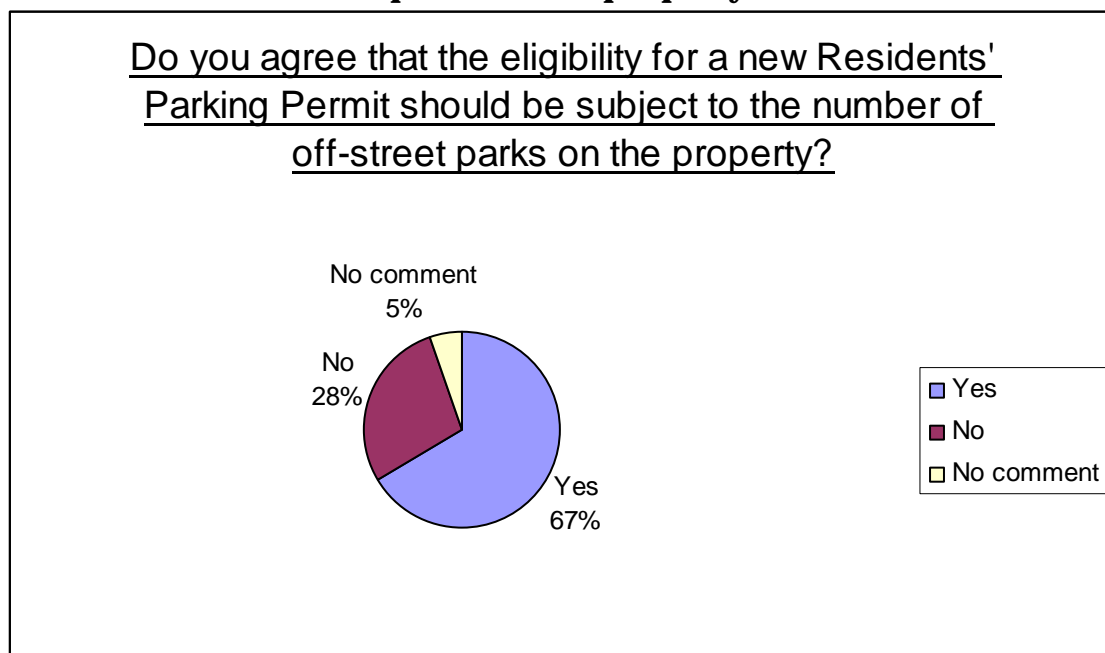


Three comments were received saying that the guidelines were too demanding for the resident.

- **Restricting resident parking eligibility to residential zones**



- **Restricting eligibility for a resident parking permit subject to the number of off-street parks on the property**

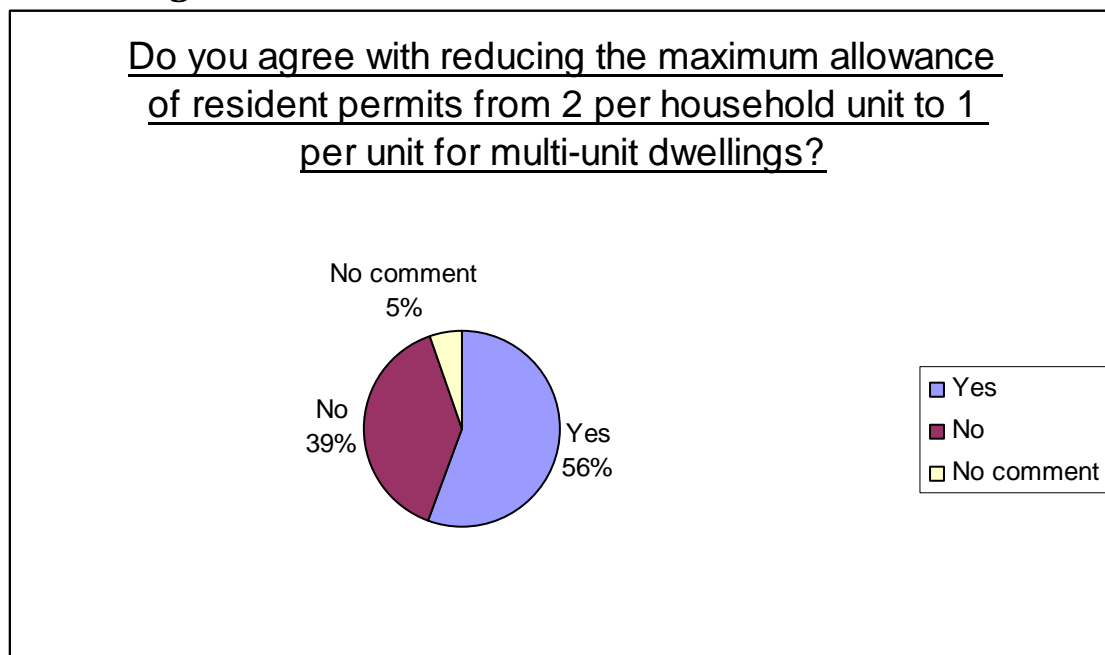


Many comments were received on this proposal, some of the major themes were;

- The rule discourages and penalises people who invest in their property by providing off-street car parking. It is an expensive and complicated process through resource consent and RMA to be able to provide off street parking. Not being eligible for off-street parks discourages this
- Some people with off-street parking buy the permits for very irregular use or for visitor parking

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- Some people use their garages for other uses for example boats or storage
- Eligibility should be based on the number of bedrooms rather than number of parks, a one bedroom and 5 bedroom house have varying parking demands and shouldn't be treated the same
- This rule should be applied to areas where there is the need. It is not needed everywhere
- The Council approved the multi-unit apartments without adequate parking, can't take the parking away now
- People in new developments should not be entitled to resident parking as all new developments must supply parking as part of the consent
- Several flats in an old house pose a particular problem and add to the congestion and this should be discouraged
- I live in a shared flat, so these changes aren't good for me as we have one garage and one off-street visitors park. The visitors park is shared between 4 houses and isn't for our use. We have a 3 bedroom place and all of us have cars. Therefore, one uses the garage and only one person will be able to get a resident parking permit or not? So the extra person will have to get a coupon exemption permit - but there will be less coupon parks.
- **Reducing the maximum allowance of resident parking permits from two per household unit to one per unit for multi-unit dwellings**

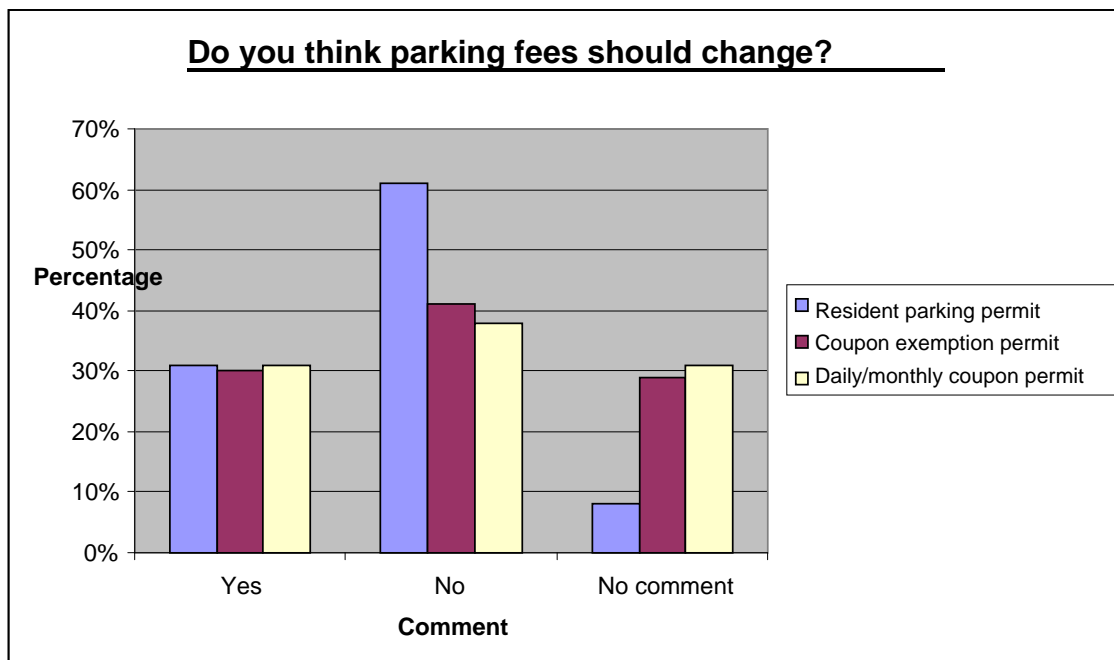


Comments from submitters include;

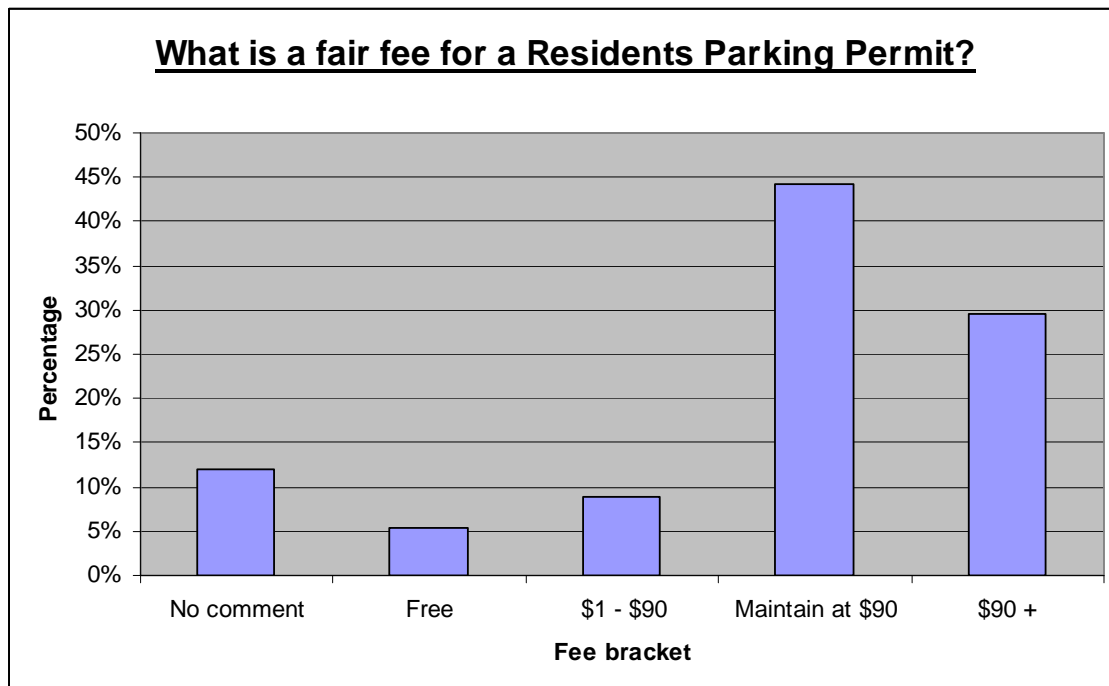
- Strongly opposes reducing the maximum allowance of resident permits from two to one per household for multi unit dwellings. Our house comprises of 3 people who own two cars between them. Reducing the allowance would be greatly unfair to the person who missed out on a resident car park in respect of cost and car park inconvenience. Also, the Kelburn suburb, in particular Hadfield Terrace, currently has plenty of car parks for 2 per household. If this is an issue for other suburbs, each suburb should be looked at on a case by case basis, as such a proposal in effect punishes residents just because they share a wall with another household which should be encouraged, given the shortage of space in the central Wellington area. If changes are to be made, notice should be given well before the end of this year to

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- give people the chance to move to a house which is more suited to their car park requirements before signing up to a new lease.
- Would welcome the limitation of 1 permit per unit or a decrease in the number of permits on this street for multi dwelling houses. I do however still want to have some coupon parking available for visitors and trades people.
 - Agree with reducing maximum allowance of permits for multi-unit dwellings but perhaps one resident permit and one coupon exemption permit per unit?
 - Denying equal rights to the number of permits for multi-unit dwellings isn't fair. Multi units are more often home to 2 or more independent adults (with cars) living together (flattening etc) i.e., young professionals. The WCC approved their construction in the first place and is obtaining more rates per square metre of land. So you can't then turn around and change the parking rules so that it's not feasible for the properties to be occupied by the number of people they are designed to accommodate (due to the price/rent range they're in).
 - As part of planning permission for new dwellings a minimum number of car parks should be required for all units. Residents of these dwellings shouldn't be given any parking permits. It should be considered a condition of living in these units that they use the parking available or are required to obtain an off street park elsewhere. Any consents for refurbishment should also require appropriate parking be installed or that parking is made available elsewhere which form part of the title for consent sign off. So an apartment conversion in Mt Victoria would require say 2 parks for each unit and the only way of not providing those onsite would be to add title to other car parks in another site close by. This would encourage people who want to reside in the city to reduce the number of vehicles they have or eliminate them all together.
- **Price of parking permits**
The public were asked whether they thought parking fees should change and what they considered to be a fair fee for each of the parking permits.

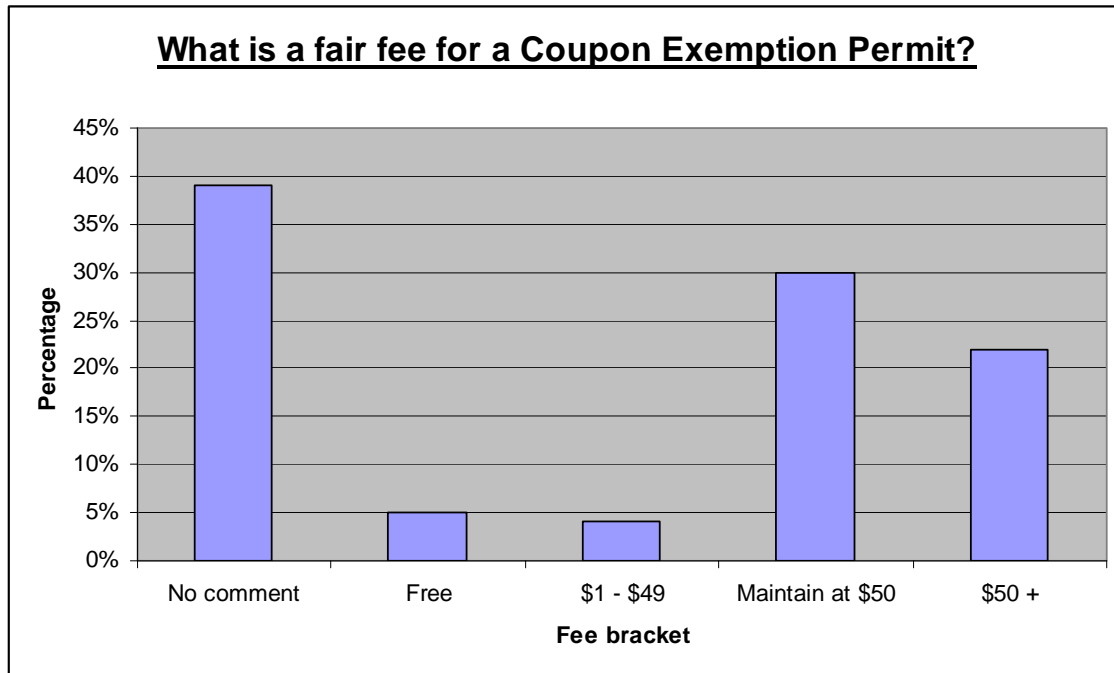


Resident Parking Permit



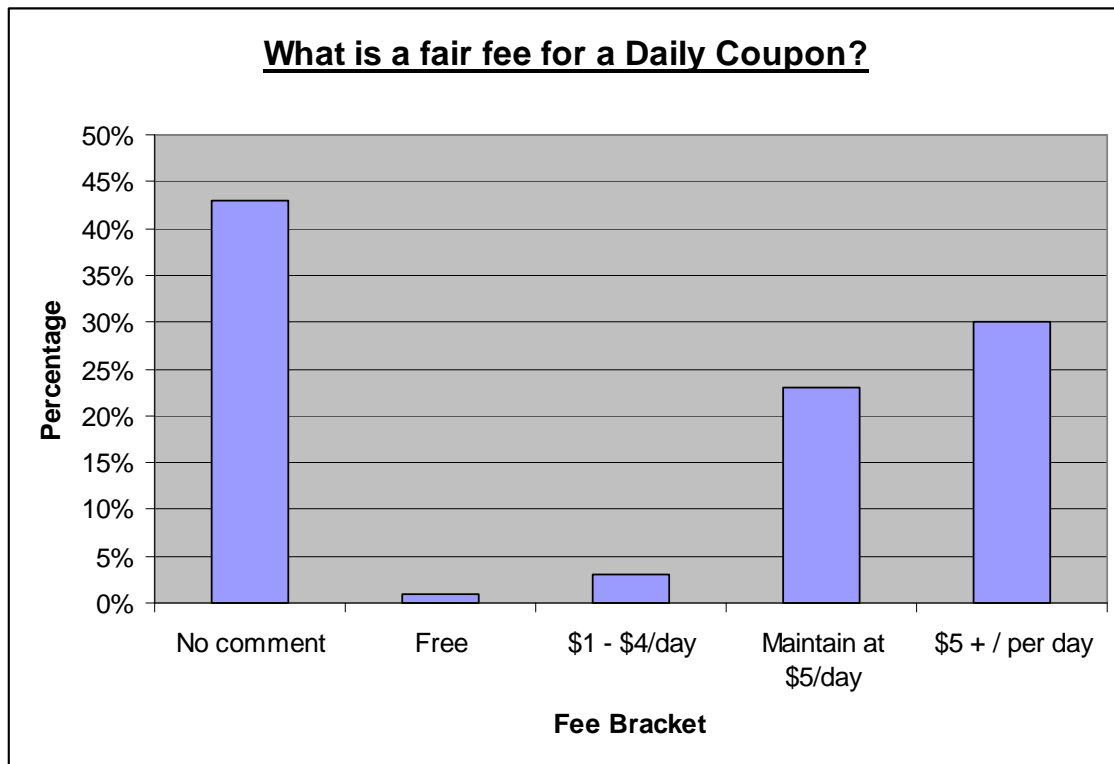
- It's a user pays system. I would accept a reasonable increase in cost if there was also included the flexibility to purchase the permits for 6 month periods.
- Should be priced to ensure effective compliance - frustrating to see repeated abuse unchallenged by wardens.
- If encroachment fees can treble in one year (told it was due to collection costs) then parking should at least double. However, have the option of say \$100 for 6 months, \$60 for 3 months. We have tenants signing 6 month agreements and they don't like having to pay for a full year permit.
- The first one should be a lesser cost than the second one e.g., \$75 for the first and \$200 for the second.
- It should be abolished. I pay high enough rates that should cover enabling me to park in front of my own home. How much do people in the suburbs pay to park outside their homes? Just because I live closer to the city it doesn't mean I should be punished. Is that not why I pay higher rates?
- Parking permits cost does not currently reflect (1) scarcity of parking (2) opportunity cost i.e. asset value, and therefore results in over-demand. The opposite of market failure! Off-street parking (actual) costs are more than \$1000/pa based on land values in our area.
- Your resource consent should allow for either garaging or affordable resident parking.
- The fee should only be an admin charge, not revenue for the Council.

Coupon Exemption Permit



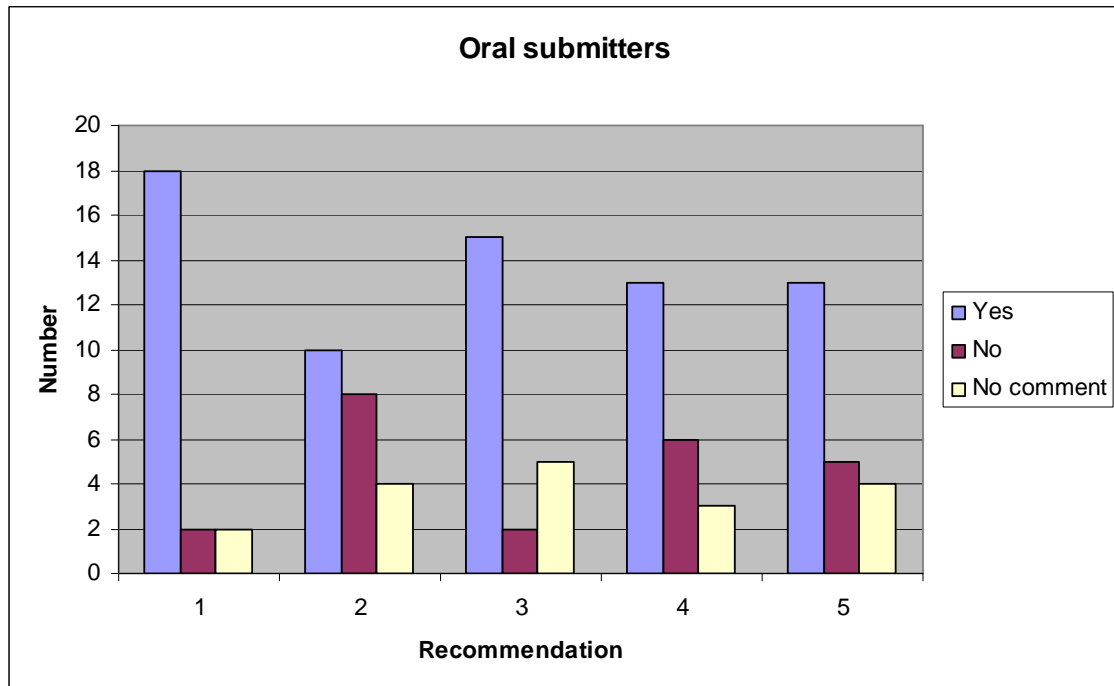
- Should either reflect changes in CPI or cost of admin/patrol of permit areas.
- The fees should be brought into line with resident parking permits if equivalent benefits are provided.
- I expect that anyone living within the residential areas be eligible for the 'residential' permit, and that coupon exemptions be available for businesses/other groups of people who are working within those areas. These permits could reflect the true market value of car parking within the inner city.
- I resent having to pay an exemption fee when I do not have the option of putting drive on access to my property. If I had drive on access there would be a driveway width of space on the roadside not available to park on. Surely I should be entitled to use that potential driveway space to park my own car on at no additional cost to me.
- Unless Council proves the revenue from current permits doesn't cover enforcement of these two zones then charges for these permits should remain the same. This is not an area Council should be looking to profit from.
- I think that parking on the street is the only option for many people, and the fee should just reflect the processing costs of the application. I can understand the argument that the council wants less congestion in the CBD, however increasing the parking permit fee will not affect this. I barely use my car as I live within walking distance of all amenities, but I still need somewhere to park it on a day to day basis.

Daily Coupon Permit



- In our area (Mt Vic) this is used by commuters for all day parking. The charge should be high enough to encourage public transport.
- It should be made high enough to encourage parkers to use designated parking buildings rather than residential areas.
- Considering the amount of coupon parking available, the location of it, and the ease of access to public transport in places with coupon parking, I think it's probably a bit cheap. However, increasing the price may encourage people to park in privately owned buildings in town, which would not be to the Council's advantage.
- Because they are also expensive enough as they are, a reason for fee hikes in this area is other methods of parking are much more expensive. But those other methods of parking also provide some sort of security. \$5 per day is a fair cost to park your car insecure and unprotected on the side of the road.
- Reasonable cost for service provided.

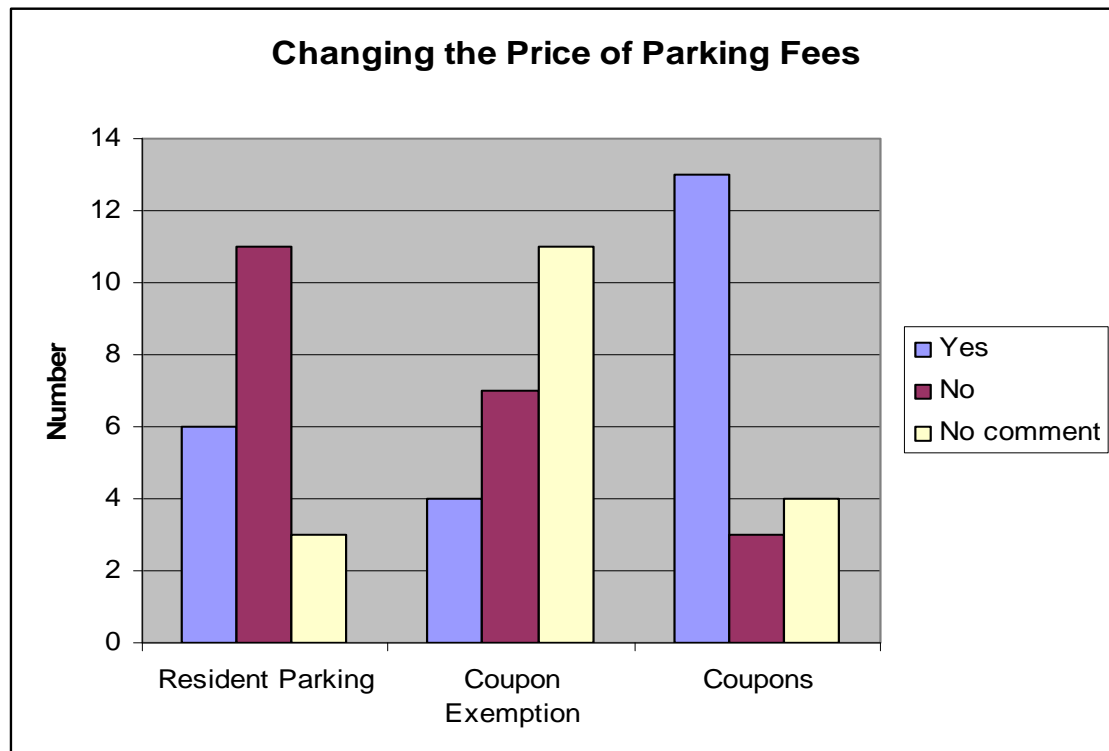
Oral Submitters



Recommendations-

1. Increasing the amount of resident parking in existing permit areas as required
2. Establishing Council guidelines to evaluate requests for new or extended resident parking areas
3. Resident parking to be restricted to properties in residential zones
4. Reducing the maximum allowance of resident permits from 2 per household unit to 1 per unit for multi-unit dwellings
5. That the permit eligibility criteria specify that property owners with off-street parking do not have the right to resident parking permit.

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Major themes from the oral submissions –

- Properties that will no longer be eligible for resident parking permits will decrease in value
- Conflict between Victoria University and Kelburn residents
- Heritage residential buildings should be exempt from some rules as they are unable to modify their properties to accommodate parking
- Coupon permits should include half day permits to discourage all-day commuter parking
- The scheme should align with the regional Travel Demand Management plan
- Coupon parking fees should be increased
- Perception that non-compliant permits are being used
- Need better provision for tradesmen
- Greater enforcement is needed

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- **Appendix 2. Permit Eligibility Maps**

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Appendix 3. Parking Policy Forward Programme

2007 Parking Policy Implementation activities

The following activity list was agreed by Strategy and Policy Committee in September 2007 when the overarching Parking Policy was adopted:

<u>Activity No</u>	<u>Activity Description</u>	<u>Progress</u>
1	Review the Coupon Parking Scheme	SPC December 2009
2	Review existing Resident Parking Zones	SPC December 2009
3	Review current management of on-street spaces in the Central Area	Ongoing
4	Investigate the feasibility of enforcing the 2 hour time limit on Sundays	SPC May/Sept 2010
5	Investigate ways of mitigating the effect of parking on climate change	Ongoing
6	Identify opportunities to expand the Council's facilitator role	To be prioritised
7	Research how parking can influence settlement patterns	Ongoing
8	Investigate park and ride facilities in appropriate locations	To be prioritised
9	Investigate creation of new resident parking zones	SPC December 2009
10	Investigate providing information on parking e.g. real time information	Ongoing
11	Understand parking demand current and future	Ongoing