Wellington City Council Parking Policy

September 2007

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Part 1
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September 2007

1.   Introduction to the Parking Policy

The Parking Policy provides a direction for how the Council can manage the limited resource of on-street parking in order to achieve the best outcomes for the city. In addition, the Policy acknowledges links with off-street parking and makes references where necessary to the management of the off-street parking stock.

Although parking is traditionally embedded within a transport strategy, it is also important in supporting and contributing to other Council strategic outcomes. In addition, the Parking Policy needs to take into account national and regional strategies and policies, in particular the Land Transport Management Act 2003(LTMA)[1].

The parking challenges and pressure points vary according to the location in the city, but essentially fall into two categories; where competing demands for the on-street space need to be balanced, and where the demand for parking on-street is exceeding supply. For example, parking spaces face significant competition for the limited road space in the city, with, for example, moving vehicles, greater space for pedestrians, bus priority measures, and requests for parking spaces to be permanently removed from the system. There is also increasing demand for the on-street parking between the various users of the parking system, for example between residents, commuters and shoppers. The issues are very location specific and are different depending on the time of day and day of the week.

The total number of parking spaces available, both on-street and off-street, is high compared with other similarly sized cities. However, a series of challenges and pressure points have been identified and need to be addressed by the Policy.

This Policy provides for a flexible and dynamic response to balance supply and demand.

2.   Purpose

The Parking Policy provides a matrix for managing the shared public road space. The Policy enables the priorities for use of the public road space to be determined in a balanced and consistent manner, so that Council's strategic outcomes can be achieved.

The Policy gives:

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[1] It is likely that the implementation phases of the Parking Policy will encourage further activities that will be included in a land transport programme and could attract national funding.

- a clear statement of how the Council intends to make best use of the public road space to support strategic outcomes

- guidance for a series of additional reviews and feasibility studies that will deal with :
  - the operational management of the on-street parking system
  - District Plan matters relating to parking
  - how Council could influence public off-street parking.

3. Role of Council

Parking is a key resource to support the range of Council's strategic outcomes for economic development, urban development, transport, environmental, social and recreation, and cultural wellbeing. The key aim is to achieve a proportional balance in the use of this resource to achieve desired outcomes, such as:

- having a safe and vibrant city with a healthy commercial and retail sector that will make Wellington a great place to live, work and visit
- having a city with a contained urban form, with a variety of urban living experiences and plenty of transport choices
- promoting and enhancing the city's natural environment, locally, nationally and internationally
- promoting strong communities that are cohesive and have a robust social infrastructure, and
- retaining and developing Wellington's cultural identity.

(For further detail on how parking could support the Council's strategic direction, please see Annex A).

The Council has a limited influence on the total parking system as it provides and manages only a small percentage of the total parking stock in the city. Most of the spaces are in private non–residential development or in public off-street buildings that are not owned or managed by the Council.

A description of the Council's roles in relation to parking is set out below. As:

- **provider**; the Council is mainly limited to providing on-street parking space. It also administers the following off-street parking facilities:
  - Michael Fowler Centre
  - Civic Square (under central library)
  - Clifton Terrace (owned by Transit, managed by Council)

- **manager**; the Council, as a road controlling authority under transport legislation, is responsible for managing road space for various purposes, including the provision of parking

- **regulator;** the Council has a regulatory role to ensure that there is an appropriate level of parking off-street within the City. The Council uses the District Plan rules and the resource consent process to manage the

development of new parking spaces within the City that are undertaken as part of private developments

- **facilitator;** the Council can help other organisations or individuals to achieve shared goals, without providing direct funding. This role is only used in a limited way for managing parking in the city

This Policy requires the Council to be more pro-active, especially in its 'manager' and 'facilitator' roles. This means managing on-street parking in a smarter and more effective manner, in order to make more efficient use of existing resources. It also means facilitating arrangements with private operators and developers, such as shared parking agreements, which could give the Council additional influence in achieving its desired strategic objectives. The Council's role of 'provider' and 'regulator' will not change substantially.


4.   Scope of the Policy

The policy addresses how the Council should manage on-street parking spaces on the public road space and is intended to apply across the city.   In seeking to achieve the Council's strategic outcomes, the policy sets out a number of overarching principles and a series of location-specific policies, covering the following areas:

- Central Area
- Inner Residential (the residential areas located immediately around the Central Area)
- Suburban Areas (town and suburban centres and the surrounding residential areas, both on and off the Growth Spine)

A matrix has been developed (see Section 6) to determine the location-specific policies. These policies give guidance to the management of on-street parking and also give direction to how the Council should be influencing and facilitating the management of the off-street parking stock.

Figure 1 shows the relationship and components of the Policy and the Parking System.

Figure 1 – Parking Policy and parking system relationship
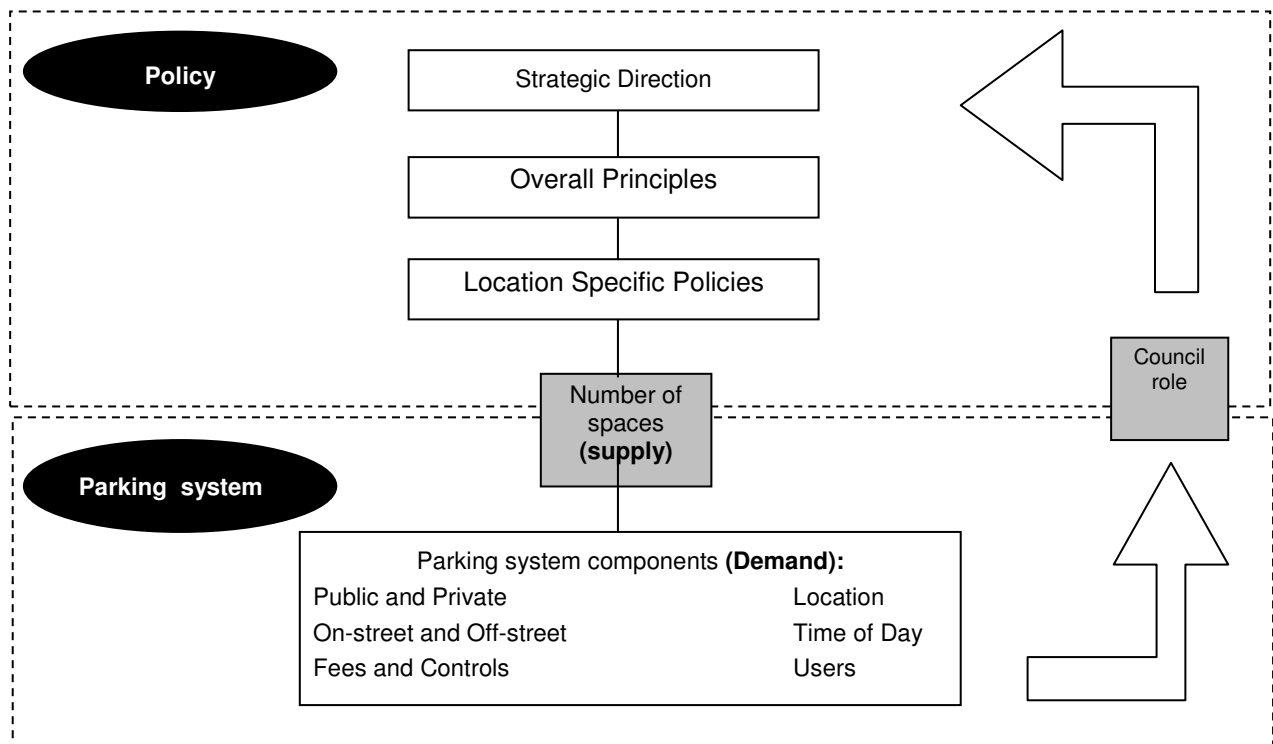
The pivotal point for the policy and the parking system is the amount of parking available i.e. the supply. In the parking system there are a variety of users who stimulate the demand for parking, especially for on-street spaces. Pressure points in the system vary according to location, time of day and day of week. There are various parking management tools – pricing, time limits and enforcement being key mechanisms.

5.   Overall Principles of the Parking Policy

The following are the overall principles of the parking policy:

i.   Parking should be managed so that it supports the Council's Strategic outcomes for economic development, urban development, transport, environmental, social and recreation, and cultural wellbeing

ii.   Parking also has the equally important role of supporting a better land transport system for New Zealand that is integrated, safe, responsive and sustainable

iii.   Street space is a scarce resource and priority for use for parking needs to be considered against other uses and depends on the location, type of street, time of day and day of week

iv.   Revenue from parking needs to reflect the parking policy and the Council's strategic direction. Pricing is an effective tool in maintaining a certain level of availability of the on-street spaces. However, the price of a parking space needs to continue to recognise the cost of supplying and maintaining the road and street space asset. This should be communicated to the community to foster greater awareness and understanding of the rationale for charging for parking.

The following are principles relating to the Council's Strategies:

Economic Development

a.   Parking should support the city's retail, commercial and tourist sectors through the provision of adequate parking spaces at appropriate times and in appropriate locations

b.   Users of the parking system should be provided with real time information on parking availability, especially for the off-street parking buildings

c.   Other uses of the public road space (such as bus only lanes, outdoor seating, community parks etc.) contribute to the city's vibrancy and vitality and support the city's economic base. However, an assessment of any on-street parking spaces that are affected will need to be undertaken, to balance the needs of all users in that location. This will also be the approach taken for requests to remove parking outside certain buildings for security reasons.

Urban Development and Transport

d.   Management of commuter parking should focus on a balanced approach, including short term parking, park and ride, and park and walk

e.   Parking should support a compact city approach and, a key priority of the Council, to promote the use of public transport – especially for commuters

f.   The demand for parking should be influenced by the facilitation of effective sustainable transport solutions, such as public transport, walking and cycling

g.   Parking areas in the Central Area and Suburban Centres should be well designed to accord with the principles of the Urban Design Protocol and safety guidelines such as 'Crime Prevention through Environmental Design' (CPTED)

h.   Parking spaces for motorbikes will continue to be provided in appropriate locations

i.   Additional provision for cycle parking will be provided where possible and appropriate and further provision will be identified as part of the Cycling Plan.

Environmental

j.   Parking should support the compact city approach and promote the efficient use of the road space resource to achieve sustainability objectives (such as allocating road space for buses at peak times on appropriate routes, identifying spaces for the use of car sharing clubs and cycle parking)

k.   The contribution that vehicles make to climate change is acknowledged. In Wellington, transport accounts for 32% of the city's CO_2 emissions[2] (with 78% of this figure being attributed to the private car), and measures are needed to mitigate this risk through the Council's work towards achieving its Carbon Neutral vision.

Social and Recreation

l.   Parking plays an important role in ensuring that city communities have access to social infrastructure. Therefore adequate parking spaces at community facilities and destinations, at appropriate times and in appropriate locations should be provided

m.   For some users of the transport network, the car is the most, and sometimes the only viable travel mode. It is necessary to recognise this and to make spaces available close to appropriate locations for these users, for example through Mobility Parking schemes.

Cultural Wellbeing

n.   Parking should support events, festivals, exhibitions and concerts in the city through the provision of adequate parking spaces at appropriate times and in appropriate locations. This needs to be balanced with using public road space to encourage the use of sustainable transport to travel to and from these events.

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[2] Wellington City Council Greenhouse Gas Emissions Analysis 2003 and Forecast Milestone One Report Communities for Climate Protection™ - New Zealand Programme.

6.   Developing Location Specific Policies

A matrix has been developed to enable priorities to be determined in a rational and logical way. Further explanation about the matrix and how it could be applied is given in Annex B.

The matrix is flexible and able to take account of local circumstances. The matrix encompasses the various components of the parking system, namely; user, type of road, location, time of day and day of week. The public road space is experiencing the most pressure and competition for use. A key role for this space is for moving people and goods. However, there are other functions and roles for this space, as set out in Table 2, below:

Table 2 - Guide to the roles and uses of the public street space

ROLE	EXPLANATION
Movement of people, private vehicles and freight **Passenger Transport** **Walking and Cycling**	The availability of road space is a key mechanism for ensuring the efficient and effective movement of people, vehicles and freight, especially at peak times. The most efficient method of moving large numbers of people on the road space is through passenger transport at these times. This will also require Passenger Transport infrastructure, such as bus stops. Walking and cycling are integral uses of the space.
Servicing Space (Loading and Delivery)	An active city needs to be serviced and space needs to be available on-street and off-street for goods delivery and servicing vehicles.
Mobility parking **Taxi stands**	Space must be allocated for other important uses and activities that support access, such as mobility parking and taxi stands.
Parking for: • **Shoppers** • **Community facilities** • **Educational facilities** • **Residents** • **Commuters** • **Sportsfields**	The use of on-street road space to park cars and motorbikes, be it through: • metered and non-metered short stay parking to support retail, commercial and other activity • residents' parking • coupon parking
Temporary road closures and special events parking	This relates to the temporary closure of roads to support major events and community events (e.g. film premieres and carnivals etc.) and the use of road space for parking close to events. Parking spaces can also be temporarily removed for road maintenance, construction company access etc.
Permanent removal of on-street spaces	The permanent removal of road space can also be considered. Examples include urban amenity facilities (such as outdoor seating, landscaping, community parks), outside certain buildings, such as embassies, for security reasons, and to provide wider footpaths where justified by pedestrian demand.

These roles form a basic guide to the different uses of the public street space. However, different roads have different roles; for example, the State Highway is primarily for moving private vehicles and freight, and not for parking. The time of day and day of week is also important, as a specific road can have different priorities at peak times, non-peak times, evenings and weekends.

Policies have been developed to guide the management of both on-street and off-street parking in the following locations:

- Central Area
- Inner Residential Areas
- Suburban Centres and Residential Areas

As Wellington City's Road Controlling Authority, the Council provides the on-street parking and is able to directly manage the resource as deemed appropriate. The Council can influence off-street parking through the District Plan policies and rules, and by working with private operators who provide parking spaces and buildings.

6.1 Parking Policies for the Central Area

The following are the Policy directions for the Central Area. The overall principles from Section 5 also need to be applied:

6.1.1 Central Area - On-Street

a. On-street parking is primarily to support retail and entertainment facilities, servicing for commercial and professional activities, community recreational facilities and events. Commuter parking and residents' parking are not a priority for on-street parking

b. Mobility parking is given priority in accessible locations close to key destinations

c. Priority for road space on State Highway, principal, arterial, collector and sub-collector roads at peak times should be for the movement of people to, from and through the Central Area

d. An important role for the Golden Mile will be as a corridor for public transport, walking and cycling to support the retail and commercial sector

e. New taxi ranks should be located on local streets in preference to arterial, principal, and collector streets and the Golden Mile

f. Servicing activities should be encouraged outside of peak times

g. A 15% vacancy rate[3] will be used as an indicator to measure the effectiveness of the Council's management of the parking system. A 15% vacancy rate conforms to international best practice for managing parking, ensuring that turnover and the ability to find a space are balanced. Spaces will need to be managed through a combination of pricing, time limits and enforcement.

6.1.2 Central Area - District Plan rules

The current rules in the District Plan relating to parking have generally provided good outcomes for the city and this approach should be continued. The existing District Plan has no specific requirement for the number of car parks to be provided for residential and non-residential units located in the central area[4]. Further investigation into how best to deal with issues such as the lack of parking being provided in student accommodation, and the refurbishment of old commercial buildings will be undertaken.

6.1.3 Central Area - Off-street

a. The urban design quality of parking buildings should be improved to achieve the outcomes set out in the District Plan (such as encouraging active frontages)

b. The Council will work with private operators to provide public parking for visitors and shoppers in close proximity to city retail and commercial sectors, attractions and institutions, events, festivals, exhibitions and concerts. This could utilise existing spaces and include shared parking arrangements and the provision of spaces for car sharing schemes

c. Additional uses of off-street car parks, for example for a covered market, car valet schemes will be encouraged.

6.2 Parking Policies for Inner Residential Areas

The following are the policy directions for Residential Areas on the fringe of the Central Area. The overall principles from Section 5 also need to be applied:

6.2.1 Inner Residential Areas – On-street

a. On-street parking is primarily to support residents' parking. However, this needs to be balanced with the needs of local retailers, community,

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[3] It is intended that this figure would be the average vacancy rate for an area.

[4] However if a development is providing 70 or more spaces, then a Traffic Impact Assessment must be undertaken. There is also a maximum permitted parking figure in the Central area of 1 per 100m^2 gross floor area.

educational institutions and recreational facilities, commuter parking and the need to allow the efficient movement of vehicles at peak times[5]

b. Mobility parking will be given priority in accessible locations close to key destinations

c. Priority for road space on State Highway, principal, arterial, collector and sub-collector roads at peak times should be for the movement of people through the inner residential areas to and from the Central Area

d. Passenger transport routes should also have priority on State Highway, principal, arterial, collector and sub-collector roads coming through inner residential areas to the Central Area, at peak times.

e. Servicing vehicles should be encouraged outside of peak times

6.2.2 Inner Residential – District Plan rules

The current rules in the District Plan relating to parking have generally provided good outcomes for the city and this approach should be continued. Further investigation into how best to deal with issues such as residential infill and the potential overspill to on-street parking will be undertaken. This will also incorporate how best to approach infill and parking in residential areas with heritage and streetscape characteristics.

6.3   Parking Policies for Suburban Areas

The following are the policy directions for suburban centres and the residential areas surrounding them. The overall principles from Section 5 also need to be applied:

6.3.1 Suburban Centres and Residential Areas - On-street

a. On-street parking in town and suburban centres is primarily to support retail and entertainment facilities, servicing for commercial activities, community recreational facilities and events. However, this will need to be balanced with the needs of residents in surrounding areas and commuters, who also require adequate provision[5]

b. In supporting the retail and commercial sectors, the 15% vacancy rate will be used as an indicator to measure effectiveness of the Council's management of the parking system

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[5] The Council's Road Encroachment Policy aims to provide a framework for consistent decision making to allow encroachments onto legal road in Wellington City. The Policy specifically facilitates safety for pedestrians and vehicles by allowing drive-on access to properties and offstreet parking and aims to encourage less crime through environmental design. Individual property owners are able to apply for an encroachment licence and need to meet a set of criteria set out in the Policy. Off street parking for new dwellings is dealt with by the District Plan rules.

c. Mobility parking will be given priority in accessible locations close to key destinations

d. Priority for road space in on State Highway, principal, arterial, collector and sub-collector roads at peak times should be for the movement of people to, from and through the centre

e. Passenger transport routes should also have priority on State Highway, principal, arterial, collector and sub-collector roads coming through, to and from suburban centres, at peak times

f. Taxi ranks should be located on collector and local streets

g. Servicing vehicles should be encouraged outside of peak times.

6.3.2 Suburban Centres and Residential Areas – District Plan rules

The current rules in the District Plan relating to parking have generally provided good outcomes for the city and this approach should be continued. Further investigation into how best to deal with issues such as residential infill and the potential overspill to on-street parking will be further explored. This will incorporate how best to approach infill and parking in residential areas with heritage and streetscape characteristics. (Note - intensification along the growth spine is being actively encouraged and it will be necessary to factor in appropriate parking requirements for suburban centres on the intensification nodes.)

6.3.3 Suburban Centres and Residential Areas – Off-street

a. The urban design quality of parking buildings will need to be improved to achieve the outcomes set out in the District Plan (such as encouraging active frontages and edges)

b. The Council will work with private operators to provide for public parking in close proximity to city retail and commercial sectors, attractions and institutions, events, festivals, exhibitions and concerts. This will utilise existing spaces and could be undertaken through shared parking arrangements and the provision of spaces for car sharing schemes.

7.   Implementation of the Policy

Further work is required for the complete and coherent implementation of this policy. The implementation will be undertaken over a period of three to five years from the date of the Policy being adopted by Council. Progress on the implementation of the Policy will be reported back to the Committee as appropriate.

There will be on-going consultation with stakeholders and affected parties throughout the implementation of the policy, in accordance with the Council's Stakeholder Engagement Policy.

8.   Conclusion

This policy seeks to achieve the Council's strategic outcomes by addressing the issue of how to best manage scarce public road space in a balanced and equitable manner so as to ensure the best outcomes for the city. The Policy also aims to support a better land transport system for Wellington and New Zealand that is integrated, safe, responsive and sustainable.

A set of overall policy principles and a series of location specific policies have been developed to guide the future direction of the Council's management and influence over the parking system.

This policy provides direction and guidance for a series of additional reviews and feasibility studies. The Council will become more pro-active in its role of manager and facilitator in order to ensure that parking continues to support the Council's strategic outcomes.

The policy recognises that pressures for on-street parking are likely to increase in the future, in and around the Central Area, and in intensification nodes along the growth spine. This is particularly likely in locations where parking is not required in new developments and this policy provides a framework for managing this future demand.

Attachments

Annex A – Strategic Overview

Annex B – Matrix Example

Annex A

Strategic Overview

The Policy directly supports the achievement of a range of the Council's strategic outcomes and these are detailed below.

Economy

The key outcome of the Economic Development Strategy is to have a vibrant city with healthy commercial and retail sectors that will make Wellington a great place to live, work and visit.

For parking, the most relevant outcomes in the Economic Development Strategy are:

- Stronger Sense of Place – with Wellington being a prime tourist and conference destination with diverse and changing attractions that fit and highlight Wellington's best features
- More Compact – with the central city as the premier and most rapidly growing specialty retail, entertainment, service and knowledge centre for the region
- More Eventful - Wellington will maximise the economic value from promoting and hosting high profile events
- More Prosperous – with a strong and growing economy, high quality public sector and wide range of employment and business opportunities.

It is fundamentally important to have sufficient customer parking to maintain a healthy retail and commercial sector. The needs and methods to ensure sufficient provision for retail and commercial activities depend on a number of factors including: location, length of stay and time (week and day). For example, the parking needs of weekend shoppers are quite different to weekday shoppers, which for the Central Area includes a significant proportion of commuters. With the shortage of space for on-street parking, there may be a need to make available more short term off-street parking, through facilitating arrangements with private operators.

In terms of Wellington as a destination and a place for events, it is important that visitors to our city can park in close proximity to our major institutions and attractions, and for extended periods of time. While it may not always be necessary in the Central Area to park directly on site, sufficient parking provision should be made for facilities and attractions in more distant locations, such as the Karori Wildlife Centre and proposed Marine Education Centre.

Access and parking for service vehicles is an important consideration for the retail and commercial sector.

Wellington City (in particular the Central Area) is also the main employment location in the region. While public transport provides an alternative to the

car for some, the majority of commuters take the car to work - a preference that is not likely to change considerably in the immediate future. Ensuring sufficient parking for workers is a key element in retaining our competitive advantage over other parts of the region.

Key implications for Parking Policy:
- There is a need for sufficient long stay parks in close proximity to our major institutions and attractions. If not on site, then it is important for visitors to know where these parks are available
- For attractions and facilities outside the central area, sufficient parking should be provided on site
- For retail and commercial activities, there are different patterns of travel at various times of the day and days of the week
- Most commuters use the car to get to work and even with a trend towards the use of other modes, overall demand for weekday commuter parking is likely to grow as the city's employment base grows. This will become an issue for the city if commuter parking is not being provided by the private sector.

Urban Development & Transport

Urban Development and Transport are considered together due to the integrated nature of these strategies. The key aims of these Strategies are to have a city with a contained urban form, a variety of urban living experiences and plenty of transport choices.

The most relevant aspects of long term outcomes in the Urban Development and Transport Strategies are as follows:

- More Liveable – Wellington being a great place to live, work and play with priority walking routes to and within the city and balanced parking provision including short term parking, park and ride, and park and walk
- More Sustainable – by improving the efficiency of road and public transport networks, promoting alternatives to roads, and managing traffic demand. Specific reference is made to continuing modal shift of commuter traffic to public transport, walking and cycling
- Better Connected – by recognising the roles of all types of transport. Specific reference is made to enhancing the State Highway network to the airport for road freight and high occupancy vehicles, a seamless passenger transport system on the growth spine, bus priority on main arterials, and increasing use of pedestrian and cycle modes
- More Compact (urban development only) – by having a contained urban form, minimising transport distances and making public transport more viable
- Stronger Sense of Place (urban development only) – by enhancing the compact, walkable nature of the city, and improving the quantity and quality of our public spaces
- Safer – by developing programmes to improve road safety and pedestrian security.

For urban development, parking has been identified as a key consideration in the management of residential infill and intensification on the growth spine. For transport, parking is a factor in Travel Demand Management (TDM) and improving the performance of the passenger transport network.

In summary, the strategic intent in the Transport and Urban Development Strategies focuses on intensification, encouraging alternative transport modes and improving urban and pedestrian amenity, particularly in the central area.

The philosophies underpinning both strategies are targeted towards the commuter and week day activities. While some benefits will accrue to weekend users, the needs of residents and visitors are quite different during the weekend and for short stay. This requires a trade-off with the accessibility aspirations of the Social, Cultural and Economic strategies.

The pressures on space for parking will also increase as residential living increases in accordance with current trends and as directed along the 'growth spine'. Competition for space is already high in the Central Area and inner residential suburbs and this is likely to be compounded when parking is not provided in new developments, such as student accommodation, and the re-development of older office stock.

Key implications for Parking Policy:
- support for the strategic aims for commuting and week day users of our transport network – suggesting:
  - priority of road space for public transport and pedestrians on main active routes, particularly during peak periods and through the central area
  - discouraging substantial additional public commuter parking in the central area
- recognition that pressures for on-street parking are likely to increase in the future in the Central Area and in the intensification nodes on the growth spine, particularly where parking is not provided in new development
- a balanced approach to commuting, including short term parking, park and ride and park and walk.

Environmental

The Environmental Strategy promotes and enhances the natural environment, locally, nationally and internationally. For parking, the most relevant outcomes in the Environmental Strategy are:
- More liveable – by having a natural environment accessible to all, for a wide range of social and recreational opportunities. Specific reference is made to balancing competing demands, including parking, without compromising environmental values

- Better connected – by having a network of green spaces and corridors linking the coastline, Town Belt and Outer Green Belt

- More sustainable – Wellington will reduce its environmental impact by making efficient use of energy, water, land and other resources; shifting towards renewable energy resources, conserving resources, and minimising waste. The Council agreed in 2007 a vision of Carbon Neutrality for the city.

- More competitive – by having a high quality natural environment that will attract visitors, residents and businesses.

Under the banner of 'promoting the efficient use of resources' and 'reducing environmental impact' the Environmental Strategy supports the compact city approach and use of alternative transport modes to the car, particularly for commuting. Parking can both support and undermine this aim. For example, park and ride locations in outer suburbs support the use of public transport. Conversely, oversupply of cheap long term public parking in the Central Area could encourage private car use leading to effects such as increased CO_2 emissions, noise and poor air quality.

Having a 'high quality natural environment' is a key theme in the Environment Strategy. Due to the peripheral location of many of these areas, parking is a necessary requirement in ensuring these areas are accessible to all. A key challenge is ensuring that the parking which services these areas is well designed and landscaped to fit in with the existing environment.

Key implications for Parking Policy:

The Policy needs to:
- support the compact city approach and the overarching aim to promote the use of public transport – especially for commuters

- ensure that parking areas servicing our environmental attractions are well designed and landscaped to fit in with the existing environment

- acknowledge the impact car use has on the environment, especially in relation to climate change.

Social & Recreation

The key aim of the Social & Recreation Strategy is to promote strong communities that are cohesive and have a robust social infrastructure. The most relevant aspect of the Strategy (as it relates to parking) is about access to social infrastructure.

- Better connected – by offering excellent access to a sound social infrastructure that supports high levels of social cohesion.

As part of this outcome, Council has a role in ensuring the community has access to a broad range of community services and facilities, including libraries, community centres, educational establishments and recreation facilities such as swimming pools and sports fields. Having sufficient parking for this social infrastructure is necessary to ensure maximum value and effective use of these facilities. It is also important to ensure ease of access and sufficient parking for sectors of the community which are mobility challenged and have difficulty in getting to facilities and services.

The shortage of parking with some of our existing recreational facilities is a major problem for the city, particularly during the weekends when these facilities have high demand.

Key implications for Parking Policy
- recognise that having adequate levels of parking plays an important role in ensuring access to social infrastructure, and that some of our existing social infrastructure is not well provided for

- need to consider parking requirements of sectors of the community with mobility needs

- strong communities will have vibrant suburban centres, requiring well managed parking policy. Ensuring access to the suburban centres is important to their sense of vibrancy.

Cultural Wellbeing

The Cultural Wellbeing Strategy is concerned with retaining and developing Wellington's cultural identity. The key area of intersect between parking and the Cultural Wellbeing strategy is about access to major events and community and cultural events.

- More eventful – Wellington as the cultural capital with a reputation for exciting events, festivals, exhibitions and concerts.

One of the underlying reasons for the Council promoting this outcome is to attract visitors, and the associated investment, to the city. Parking is a fundamental requirement for the success of events where the majority of visitors arrive in the city by car. Most of these events occur in the Central Area, and it is important therefore, that there is sufficient public parking provision in close proximity to such events.

Key implications for Parking Policy
- Recognise the need for sufficient public parking provision in close proximity to major events, festivals, exhibitions and concerts.

Annex B – Parking Policy Matrix

This matrix unpacks the various components and activities of the parking system; location, time of day, day of week, type of road and use of the road in a manageable way. It provides a useful tool to support the identification of possible solutions and where trade-offs and a balanced approach need to be made during the implementation phases of the Policy.

The matrix is intended to be adaptable, allowing a tailored approach to different circumstances and situations, both now and in the future. In Section 6 of the Policy, the matrix has been applied to generic locations – 'Central Area', 'Inner Residential' and 'Suburban Centres' in order to develop a series of policy directions. However, it could also be completed for specific locations, such as Newtown, Thorndon, or even individual streets, in order to take a more targeted approach. The matrix can also be revisited and revised as strategic intentions evolve over time.

Road Classifications
The following classification of roads are taken from the District Plan – Volume 1 Objectives, Policies and Rules

• Motorway: high standard limited access roads designed to carry long distance through traffic at speed (primary road).

• Arterial Road: high standard limited access roads designed to carry long distance through traffic (primary road).

• Principal Road: roads that provide access to motorways and to arterial roads having a dominant through-traffic function and carrying the major public transport routes (primary road).

• Collector Road: roads that distribute traffic between and within local areas and form the link between principal and secondary roads (secondary road).

• Sub-collector Road: roads that distribute traffic within the local area and form the link between collector and local roads (secondary road).

• Local Road: roads that provide direct access to properties fronting the road and include both long and short cul-de-sacs (secondary road).

| KEY: **P** - Identified as the primary role; **H** has a high priority; **M** has medium priority; **L** has low priority; **BLANK SPACE** indicates that there is no priority |

PARKING - ROLES AND FUNCTIONS FOR STREETS

LOCATION	STREET	TIME	Movement of people, vehicles and freight	Public transport corridor	Walking	Cycling	Servicing space (loading and delivery)	Mobility parking	Taxi ranks	Shoppers parking to support retail and entertainment	Community facility, recreational and childcare parking	Residents' parking	Commuter parking for workers	Temporary road closures / special events parking	Permanent removal of spaces
	SH1 Arterial Principal	peak													
		non-peak													
		evening													
		weekend													
	Collector	peak													
		non-peak													
		evening													
		weekend													
	Golden Mile	peak													
		non-peak													
		evening													
		weekend													
	Local	peak													
		non-peak													
		evening													
		weekend													

Part 2

Implementation Plan for Parking Policy
September 2007

Implementation Plan for Parking Policy

Activity Reviews and Work Programme

There are three key activities that need to be undertaken to address the main issues in the parking system, as identified by the parking review (and confirmed by submitters). These are reviews of the:

- coupon parking scheme
- residents' parking scheme
- management of spaces in the Central Area.

These activities should be prioritised, with the review of coupon and residents' parking being done in parallel. The activities will need to reference and inform each other, as well as the wider work programme, as there are important links to be recognised.

Some activities, such as the work on infill housing policy, the monitoring of the District Plan and the development of a climate change programme are either already underway, or are on-going. Other activities will need to be programmed according to their level of priority and resource availability. Public engagement and dialogue with stakeholders will also be important during these reviews and recommendations will be taken to committee for approval.

All work in the Implementation Plan will need to be consistent with the Policy principles. The Parking Policy matrix will also assist with the development of options during the activity reviews.

The Implementation Plan sets out the following:

- activity to be undertaken, including the expected output and deliverables
- scope of the activity
- timescale
- links with other activities and any issues that need to be flagged.

Timescale and Process

It is anticipated that the three key reviews (Coupon, Residents, Central Area parking) will be completed by the end of 2008, with full implementation of the Policy to occur within the next three to five years, subject to resource availability. The individual pieces of work will vary in length, but an indicative timescale is given in the Plan.

The outline of the process to be followed when undertaking one of the three key activities will be as follows:

- undertake a series of technical and operational reviews
- develop options
- engage with affected parties and stakeholders on options
- report to committee with draft proposals for public consultation
- undertake public consultation
- report to Strategy and Policy Committee for final approval
- implement proposals (arrangements for transitional periods may also need to be made)

Other timescales have been included within the Implementation Plan as appropriate.

Note - the numbering of each activity differs from that in the draft Implementation Plan. A new numbering system has been adopted, with the relevant number from the draft plan included in brackets.

Activity 1 - Review the Coupon Parking Scheme

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
1 (1.2)	Operational policy Implementation of operational policy leading to resolution and better management of issues identified in parking review Identification of potential park and ride and park and walk nodes	**Scope** o Success in achieving intended objectives of the scheme o Overlaps with Resident Parking scheme, especially the issuing of Coupon Exemption Permits o Cost of a coupon – are these priced correctly and how should price be determined? o Boundaries of existing schemes – do these need to be adjusted? **Notes** Coupon parking is the overarching scheme and is an important regulatory tool Will need to be done in tandem with the review of Residents' Parking	**Priority activity** Aim to complete first stages by end of 2008 Develop operational policy and start implementation during 2009	Review Residents' Parking Scheme (Activity 2) Review of Central Area parking (Activity 3) Explore park and ride / walk potential (Activity 8)

Activity 2 - Review existing Resident Parking Zones

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
2 (1.1)	Operational policy Implementation of operational policy leading to resolution and better management of issues identified in the parking review A set of criteria for establishing new resident zones	**Scope** o Boundaries – do boundaries need to be expanded? o Criteria for receiving a permit – need to be clearly defined o Cost of permits – is it priced correctly, how should price be determined? o Overlaps and tensions with Coupon Parking scheme – should we supply more parking for residents at expense of coupon spaces? o Requests for mobility parking in residential areas – who should have priority?	**Priority activity** Aim to complete first stages by end of 2008 Develop operational policy and start implementation during 2009	Work on Infill Housing will also inform this activity (Activity 7) This will also create a set of criteria for new Residents' Parking Zones (Activity 9)

Activity 3 - Review current management of on-street spaces in the Central Area

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
3 (1.5)	Develop a series of operational policies Implement operational policies leading to resolution and better management of issues identified	To include: a. Reviewing parking demand on all spaces, especially those on outskirts (using 15% vacancy rate as an indicator) b. Investigating the implementation of the extension of the metered zone c. Investigating the introduction of more convenient and more flexible payment systems d. Reviewing the management of taxis including; implementing permits required by taxis and servicing vehicles, location of taxi ranks and general taxi management e. Investigating the feasibility of introducing a 'service/loading' time to encourage servicing outside of peak times f. Review the provision for motorcycle parking, including investigating issues such as quantity of spaces, location, parking price and motorcycle parking provision in town and suburban centres	**Priority activity** Aim to complete first stages by end of 2008 Develop operational policy and start implementation during 2009	Links with activity 4

Activity 3 (Continued) - Review current management of on-street spaces in the Central Area

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
	As above	g. Provision for tourist bus parking h. Research into the levels of car ownership in apartment buildings and impact on on-street demand i. Investigate the feasibility and viability of supporting car sharing clubs in the city		Links with Activity 7

Activity 4 - Investigate the feasibility of enforcing the 2 hour time limit on Sundays

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
4 (1.7)	Report to committee on feasibility of introducing Sunday enforcement, recommending policy change Implement policy change leading to increased availability of on-street spaces on Sundays to support retail sector	This needs to support Positively Wellington Tourism in attracting visitors and shoppers to the central city at weekends (note – the 'In the KNOW' parking campaign is now underway) Issues include: o Quantify benefits of moving to Sunday enforcement o Costs of having additional enforcement personnel on the streets and other associated costs o The need for a public education campaign	Report to committee by end of 2007. If agreed, implementation in early 2008	Links with, but will be completed before, Activity 3,

Activity 5 - Investigate possible ways of mitigating the contribution parking can make to climate change

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
5 (1.4)	Assist the Council to achieve its Carbon Neutral vision	Identification of ways parking policy and parking management will contribute to this objective This work will become part of climate change and sustainability work	On-going, as part of climate change work	Climate Change work

Activity 6 - Identify opportunities to expand the Council's 'facilitator' role

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
6 (1.3)	Improved partnerships between the private sector and the Council Potential parking solutions for on-street areas experiencing heavy demand	Examples include shared parking agreements, working with developers, encouraging car sharing clubs There is potential here to use private parking stock to supplement or offset any losses of on-street parking (e.g. for bus lane operation, urban amenity etc.)	Start now, will be on-going	Links with Activities 1,2,3,7

Activity 7 – Further research to understand how best to use parking to influence settlement patterns (including areas of stability and areas of change)

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
7 (1.6 and 1.11)	Understanding the locations where parking can be used as a lever, and which levers are most appropriate	There is a need to understand where there is limited ability or further potential for a location to absorb additional development Need to consider different approaches for the Central Area, Inner and Outer Residential areas and Suburban Centres Need to consider different approaches for proposed areas of stability and areas of change as part of the infill housing review District Plan reviews will also need to take this issue into account.	On-going as part of the infill development work	Links with Activity 1, 2 and 9

Activity 8 - Investigate the feasibility of developing Park and Ride (Rail, Bus, Walk) facilities in appropriate locations

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
8 (1.9)	Identified locations for park and ride / park and walk Improvements in infrastructure (where necessary) and communication about locations	Investigate the possibility of locations on the outskirts of the Central Area, and at growth spine intensification nodes This would fall out of Activity 1, as surveys will identify appropriate areas	Will be dependent on Activity 1	Activity 1 Bus Priority Scheme, Walking and Cycling Plan development

Activity 9 - Investigate the feasibility of creating new Resident Parking Zones

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
9 (1.8)	Criteria for establishing new zones Application of criteria to establish new zones	These will be in areas experiencing on-street pressures from nearby town and suburban centres and areas of special interest such as universities, hospitals and commercial premises. Criteria will be developed as part of Activity 2	Will be dependent on Activity 2	Linked with Activity 2

Activity 10 - Investigate mechanisms for providing information on parking, including; the feasibility of working with private operators to provide real time information on parking availability in the city

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
10 (1.10)	Better, instant information on parking availability in the city	Investigate available technology and how this could be deployed. Key players would be the private car park owners A key issue will be who will fund and manage the scheme	Discussions to begin in 2008	Links with Activity 3 and 6

Activity 11 – Understanding parking demand (now and future)

Ref.	Expected output and outcomes	Issues that need to be addressed / Scope of work	Timescale	Links with other work streams and issues to flag
11 new	Understanding of parking demand in the Central Area and shopper preference	Researching demand for on-street and off-street parking in the Central Area, including a survey of retailers and shoppers	Could be undertaken as part of Activity 3	Activity 3
	Understanding of affect on parking demand as a result of a range of issues Understanding how parking can be used as a lever to achieve Council outcomes	Future demand – possible future requirements need to be identified and how parking can be used as a mechanism to influence future demand to achieve Council objectives. Issues that could affect future demand include: ▪ Ngauranga to Airport study ▪ increases in fuel prices ▪ population and demographic changes	Further scope of this project to be worked through during 2007	Activity 3 and 7