

## Appendix 2

### Draft Implementation Plan for the Draft Parking Policy

The following are areas of further work required to implement the draft parking policy. The individual pieces of work will vary in length, but the timescale gives an indication of when work will be started, after the Policy has been adopted. It is anticipated that these pieces of work will be taken to the Strategy and Policy committee after completion.

The activities outlined below are presented in order of timing, according to the following key:

**Key:**

<b>Short</b>	work to commence within 6 months of policy being adopted
<b>Medium</b>	work to commence within 6 – 12 months of policy being adopted
<b>Long</b>	work to commence after 12 months of policy being adopted

	<b>Activity</b>	<b>Timescale</b>
<b>1.1</b>	Review existing Resident Parking Zones, examining: <ul style="list-style-type: none"><li>○ Boundaries</li><li>○ Criteria for receiving a permit</li><li>○ Cost of permit</li><li>○ Overlaps and tensions with Coupon Parking scheme</li></ul>	<b>Short</b>
<b>1.2</b>	Review the Coupon Parking scheme, examining: <ul style="list-style-type: none"><li>○ Success in achieving intended objectives of regulating morning traffic peak</li><li>○ Overlaps with Resident Parking scheme, especially the issuing of Coupon Exemption Permits</li><li>○ Costs of a coupon</li><li>○ Boundaries of existing schemes</li></ul>	<b>Short</b>
<b>1.3</b>	Identify opportunities to expand the Council's 'facilitator' role, through shared parking agreements, working with developers, encouraging car sharing clubs to be established etc.	<b>Short</b>
<b>1.4</b>	Investigate possible ways of mitigating the contribution parking can make to climate change	<b>Short</b>

Activity	Timescale
<p><b>1.5</b> Review current management of on-street spaces in the Central Area, including:</p> <ul style="list-style-type: none"> <li>a. Reviewing vacancy rates of all spaces, especially those on outskirts, to ensure 15% vacancy rate</li> <li>b. Implementing the extension of the metered zone</li> <li>c. Implementing permits required by taxis and servicing vehicles</li> <li>d. Feasibility of introducing a ‘service/loading’ time to encourage servicing outside of peak times</li> <li>e. Provision for motorcycle parking (to determine quantity of spaces, location, price)</li> <li>f. Provision for tourist bus parking</li> </ul>	<b>Short</b>
<p><b>1.6</b> Investigate how District Plan rules and resource consent mechanisms can best deal with infill development and conflicts with streetscape and heritage characteristics</p>	<b>Short</b>
<p><b>1.7</b> Investigate the feasibility of enforcing the 2 hour time limit on Sundays to support Positively Wellington Tourism in attracting visitors and shoppers to the central city at weekends (note – a campaign is being developed and announcement is expected in May 2007)</p>	<b>Short</b>
<p><b>1.8</b> Investigate the feasibility of creating new Resident Parking Zones in areas experiencing on-street pressures from nearby town and suburban centres and areas of special interest such as universities, hospitals and commercial premises.</p>	<b>Short/ Medium</b>
<p><b>1.9</b> Investigate the feasibility of developing Park and Ride (Rail, Bus, Walk) facilities in appropriate locations, such as on the outskirts of the central area, and growth spine intensification nodes.</p>	<b>Medium</b>
<p><b>1.10</b> Investigate the feasibility of working with private operators to provide real time information on parking availability in the city. Also explore other mechanisms of providing information on parking.</p>	<b>Medium / Long</b>
<p><b>1.11</b> Investigate how District Plan rules and resource consent mechanisms can best deal with the lack of:</p> <ul style="list-style-type: none"> <li>a. parking being provided in student accommodation and the refurbishment of old commercial buildings into apartments in the central area</li> <li>b. suburban centre parking, particularly on areas included in the growth spine</li> </ul>	<b>Long</b>