

Please tell us what you think. Wellington City Council would like your feedback on the proposed changes to the Resident and Coupon Parking schemes. You can fill out this submission form and post it back to us by Friday 16 October 2009. **Submission Number 190** (stamps required for submission in the Have Your Say section online at www.Wellington.govt.nz)

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access or correct personal information.

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s) Evelyn Last name Song

Street address 19/119 Drummoid St Mt Cook

Phone 027 240 49 49 Email \_\_\_\_\_

**Do you use a (tick box)**

Residents' Parking Permit  Coupon Exemption Permit  Daily/Monthly Coupon

**I am writing this submission (tick box)**

As an individual  On behalf of an organisation Name of organisation \_\_\_\_\_

**Would you like to present your submission to the Committee considering the proposal in November?**

Yes  No

**Do you agree with increasing the number of resident-only parks in high pressure areas?**

Yes  No



**Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?**

Yes  No

**Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?**

Yes  No

**Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?**

Yes  No

**Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?**

Yes  No

**Do you think parking fees should change?**

Residents' Parking Permit  Yes  No

Why? Can't afford

Coupon Exemption Permit  Yes  No

Why? Can't afford.

Daily/Monthly Coupon Permit  Yes  No

Why? already expensive.

**Please let us know what you consider to be a fair fee for a:**

Residents' Parking Permit: \$ 90

Coupon Exemption Permit: \$ 50

Daily/Monthly Coupon Permit: \$ 4



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SUBMISSION NUMBER 341

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Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s) David

Last name King

Street address 179 Tasman St

Phone 021 067 6011

Email david\_king@xtra.co.nz

Do you use a (tick box)

Residents' Parking Permit     Coupon Exemption Permit     Daily/ Monthly Coupon

I am writing this submission (tick box)

As an individual     On behalf of an organisation    Name of organisation \_\_\_\_\_

Would you like to present your submission to the Committee considering the proposal in November?

Yes     No

Do you agree with increasing the number of resident-only parks in high pressure areas?

Yes     No

Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?

Yes     No

Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?

Yes     No

Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?

Yes     No

Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?

Yes     No

Do you think parking fees should change?

Residents' Parking Permit	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Why? _____
Coupon Exemption Permit	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Why? _____
Daily/Monthly Coupon Permit	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Why? _____

Please let us know what you consider to be a fair fee for a:

Residents' Parking Permit: \$ 90  
Coupon Exemption Permit: \$ 60  
Daily/Monthly Coupon Permit: \$ 30

 ENTERED

Any other comments: I have been a property owner / rate payer for over 15 years in Wellington City. I have had one or more Residents Permits since the scheme was initiated as I have no off street parking like many older sites in Wellington. I have supported the scheme for many years as it gave ratepayers the only chance of owning and parking a vehicle in the vicinity of their residence (I have not been able to park in front of my residence for over 10 years due to high demand).

I however DO NOT support the latest changes to the scheme as they specifically TARGET my residence and no longer permit the holding of ANY permit. Given there are no practical alternatives for storage or parking a vehicle near my residence, this move by council effectively BANS me from owning a motor vehicle as long as I reside at 179 Tasman St. It also devalues my property as no subsequent buyer will be allowed access to a residents or coupon exemption permit.

I do not believe the council is justified in making this decision as it grievously affects my asset value and ability to conduct my affairs (even and partake in private transport).

FreePost Authority Number 2199

**Absolutely**  
**POSITIVELY**  
ME HEKE KI PŌHĀKE  
WELLINGTON CITY COUNCIL **Wellington**



Resident and Coupon Parking schemes (KCIFo2)  
Wellington City Council  
Po Box 2199  
Wellington 6140

Joelene Noble

SUBMISSION NUMBER	118
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**From:** Julie Evans on behalf of Info at WCC  
**Sent:** Monday, 14 September 2009 4:55 p.m.  
**To:** Joelene Noble  
**Subject:** FW: Feedback on Resident & Coupon Parking Schemes

Hi Joelene,

Please see the submission below. We will reply to their original email advising them that they will be contacted in due course.

Kind regards,

Julie Evans  
 Online Channel Administrator  
 Customer Contact Centre




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**From:** Colin Pannell [mailto:Colin.S.Pannell@obtc.co.nz]  
**Sent:** Friday, 11 September 2009 4:57 p.m.  
**To:** Info at WCC  
**Subject:** Feedback on Resident & Coupon Parking Schemes

Folks,

Firstly, I can't find any online link to provide feedback (unlike the Thorndon Heritage Zone). Some of my earlier comments on that proposal apply equally to the proposed changes for this item. In brief, I have the following major concerns. I honestly believe that the viewpoints of the residents directly affected potentially by these proposed changes should have a weight-loading applied. I live in the inner-city as I don't believe in unnecessarily burning fossil fuels so, wherever possible, I walk around the city. That side, my family possesses two vehicles for as and when needs arise.

Some basics:

I have two residents parking permits

I am an individual though I represent my entire family.. my wife may make a separate submission

I could present my submission verbally if required

I agree with increasing the # of resident only parks in high pressure areas but I think some maths around this should be done first to find out if the pressure is caused by commuters, visitors or residents. The blurb provides no background here.. you could make a pressurized system worse with no data behind it.

Happy with WCC evaluating new or extended resident parking areas – but only as part of a total city-wide approach – not a localized knee-jerk reaction to vocal people.

I know of no definition of suburban business and shopping areas and central city.. as such it's impossible to comment. Is there a WCC map that covers this ?

As regards the number of off-street parks on a property determining the number of parks available, I can see this as being an issue where you have apartments. Quite a few students live in this area. I'm not sure if the suggestions outlined will work in all situations.

Multi-unit dwellings – more data and analysis is required here to make a logical decision to either support or reject. There is just about zero data in this whole proposal ?!

Parking fees – where people are using daily or monthly coupon permits, clearly they are using their vehicle for commuting. I would suggest doubling the current charges to produce the social goal of more public transport usage... there has to be some parity with car parking in town.. Go to the bottom of Bowen street at 09:20 on a weekday morning and see the motorists waiting for 09:30 to clock over whilst running their engines to keep warm. The current process is not ecologically friendly at all and rather than discourage motorists, encourages them absolutely to commute.

The following are the major issues I perceive here and some current problems are not contemplated at all in

15/09/2009

this review:

1. The location of Selwyn Terrace and Portland Crescent in the Clifton zone seems just plain daft to me. The reality is that my kids go to school locally in Thorndon. On occasion, eg bad weather etc, I pick up my girls by car from school. However, I cannot legally park in the residents zone in that area. Just about all the local schools sit in the Thorndon zone. If I'm unable to find a park in the street, then I have to then drive a considerable distance (off the Terrace) to find a legal park – this contributes to a great burning of fossil fuels unnecessarily !!
2. I have a garage outside my house with yellow lines in front of it. On occasion I have received a parking fine for parking outside my own garage whilst unloading. I know of no country in the world where this approach is taken. Basically, motorists should not block driveways unless they own the property they're in front of OR have the owners permission to do so. I don't think it unreasonable to park in front of your own garage as and when the need arises – clearly the WCC has benefitted at some time from the WCC permit being issued to permit this building structure to have been built.
3. The inner city residents do, occasionally, get visitors. Some of my friends have received parking tickets at 08:30 on a Sunday morning when parking in a residents zone near our house. Is it sensible that inner city residents should be penalized when having visitors – out of hours - and what is the problem that WCC is averting here ?
4. If WCC wants to give priority to residents for parking whilst balancing the needs of commuters, I fail to understand the logic here ? Does WCC want people using public transport or not.. if the latter is true, the council should effectively tax and discourage commuters from parking on public streets through price. I fully support short-term parking for educational facilities and retailers – short-term parking seems the ideal solution here (60 – 120 minutes) – not coupon parking for the entire day.
5. The comment "Residents who request additional parking will be asked to demonstrate a need and show support from other residents on the street" – this approach cannot be reasonably produced. Clearly, every resident will compete against each other and none will wish to give priority to a fellow resident over their own interests.
6. Given WCC should be able to access through LTSA the # of vehicles registered per street address, why not use this as the basis for determining the # of required residents parks in that street. Do some maths around this and calculate the # of off-street parks to determine the total # of required residents parks. I cannot understand at all why no more than 50% of spaces on a street will be resident only – this is totally illogical if WCC wishes to positively encourage use of public transport. It also seems to be an even number dreamt up – with no statistical or logical reasoning behind it.
7. Inner city residents will often leave their vehicles on the street all day as they pay the price for inner city living so they can easily use public transport OR even better walk or cycle to wherever they need to go. This approach is consistent with achieving the WCC goal of having commuters use more public transport.
8. Why does WCC not substantially encourage satellite parking in outlying areas with commuter buses to take users into the city. This would alleviate parking in the inner city and could save commuters money so would be accepted.

Lastly, happy to further participate in this dialogue.. I think this needs months to iron out to be a sensible approach to the city's parking issues.

cheers, Colin Pannell

Consultant, OBTC

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 Email: [Colin.S.Pannell@obtc.co.nz](mailto:Colin.S.Pannell@obtc.co.nz)    Text/SMS: [Colin.Pannell@vodafone.net.nz](mailto:Colin.Pannell@vodafone.net.nz)  
 PO Box 25179, Wellington 6011

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**SUBMISSION NUMBER**  
**346**

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Mr / Mrs / Miss / Ms / Dr (circle which applies) Tim STEWART and Rachel DILLON  
First name(s) \_\_\_\_\_ Last name Peter & Kathryn WALLS

Street address 65 and 67 Central Tce, Kelburn, Wellington 6012

Phone 0275 407 423 Email peterw@n250.co.nz

**Do you use a (tick box)**

Residents' Parking Permit     Coupon Exemption Permit     Daily/Monthly Coupon

**I am writing this submission (tick box)**

As an individual     On behalf of an organisation    Name of organisation \_\_\_\_\_

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Yes     No

**Do you think parking fees should change?**

Residents' Parking Permit	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Why? _____
Coupon Exemption Permit	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Why? _____
Daily/Monthly Coupon Permit	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Why? _____

**Please let us know what you consider to be a fair fee for a:**

Residents' Parking Permit:    \$ \_\_\_\_\_  
Coupon Exemption Permit:    \$ \_\_\_\_\_  
Daily/Monthly Coupon Permit:    \$ \_\_\_\_\_

Any other comments: see submission enclosed from Tim Stewart, Rachel Yellon,  
and Peter & Kathryn Walls

Lined area for additional comments.

FreePost Authority Number 2199



Resident and Coupon Parking schemes (KCIFo2)  
Wellington City Council  
Po Box 2199  
Wellington 6140



**SUBMISSION  
NUMBER**

**346**

8 October 2009

**Resident and Coupon Parking schemes (KCIF02)  
Wellington City Council  
PO Box 2199  
WELLINGTON 6140**

**Submission from:**

**Timothy Stewart & Rachel Dillon: 67 Central Tce  
Peter Walls and Kathryn Walls: 65 Central Tce**

**Residents' Parking Permit Fees**

Increasing fees for Residents' Parking is not supported. Many residents have no choice but to park on the street and no choice but to get a Residents' Parking Permit. If the charge was \$2000 p.a. they would still have to pay it – or sell their home. Increasing fees to the level where it would discourage those with alternatives would require a significant increase – but would create a huge cost for those without any real alternative. i.e. most of the demand is inelastic, and the elastic demand is more easily and equitably managed through the use of eligibility rules.

It is likely that the current fee of \$90 p.a. more than covers the administrative costs of the scheme. If the costs were to be increased further then a vastly greater level of enforcement would be required. It would be inequitable and indefensible to place significant costs on residents for a scheme that does not actually deliver reliable parking to them because the council does not actually enforce the scheme effectively. \$90 is actually a very high price to pay for the 'parking lottery' that those residents who rely on on-street parking in Central Tce are subjected to on a daily basis.

**Parking affects peoples Quality of Life**

For those ratepayers who have off-street parking – parking is a relatively minor issue.

For many of the ratepayers who don't have off-street parking, parking is a big issue that significantly affects their quality of life. For those ratepayers, the availability of libraries, pools, public parks and artworks, events, even road congestion is inconsequential compared to the issue of residential parking. If councillors want to make a difference for those ratepayers then improving residential parking is a fantastic opportunity to improve their quality of life nearly every single day they live in this city.

 **ENTERED**

## On-Street Parking Supply

### On-Street Parking

Residents Only (at all times)	22	48%
P120 8am to 6pm Mon-Fri except Residents	24	52%

### Residents' Only Parks

For Residents' Permit holders 24/7. It is common for residents with off-street parking to also hold a permit. This is so they can park on-street while their visitors park off-street, sometimes for stretches lasting several months.

### P120 Parks (P120 8am-6pm Mon-Fri, except Residents)

The P120 parks are effectively available to non-residents from 4pm through to 10am the next day and all day during the weekend.

Non-residents face little risk of a ticket between 10am to 4pm. For enforcement to be effective on the P120 parks the officer must visit at least twice during the same day – and about 2 hours apart. The first visit to identify who is parked there (chalk them), the second to see who has over-stayed the P120. This makes enforcement expensive and less effective. Residents can easily assess the effectiveness of enforcement as we regularly see the same non-resident cars parked illegally in *Residents Only* parks – so enforcement is not providing a significant disincentive. It is difficult for anyone to know how much of the P120 use is illegal but it is likely to be much worse than the *Residents Only* as the enforcement is more difficult and less effective.

As most residents return home either around 3pm (after school) or between 5 and 6pm making these spaces a free for all after 4pm significantly reduces residents' options – particularly when the University drives quite a bit of late pm / evening demand.

### Demand Analysis

A detailed analysis of Central Tce parking shows that parking is barely sufficient to meet reasonable residential demand.

### Off Street Parking on Central Tce

Houses with 2 or more off-street parks	33	49%
Houses with 1 off-street park	13	19%
Houses with no off-street parks	21	31%
Total Houses	67	100%

A simple analysis then is that 21 houses with no off-street parking and 13 houses with 1 off-street park are sharing 22 *Resident Only* spaces and another 24 *P120* spaces. So if demand is 1 car per house then each resident has a *Residents Only* park, if demand is 2 car-parks per house then  $(2 \times 21 + 13 =)$  55 spaces are needed and there are 22 *Residents Only* spaces and + 24 *P120* spaces that are sometimes available. A total of 46 spaces for between 21 and 55 residents' cars.

There is possibly just enough if the demand for guest spaces was low. However it is clearly not enough when the University demand is considered.

***There is insufficient parking in Central Tce to meet reasonable expected demand.***

## Residents' Parking at the Southern End of Central Tce is insufficient

If Central Tce is divided into two, a Northern End (No. 2-41) and a Southern End (No 42 to 69) and then availability is analysed the situation becomes clearer:

	Demand: 2 Car	Demand: 1 Car	Supply: Res Only	Supply: P120
Southern End	30	13	5	9
% of demand met by Residents' Parking	17%	38%		
% of demand met by Residents and P120	47%	108%		
Northern End	24	9	17	15
% of demand met by Residents' Parking	71%	189%		
% of demand met by Residents and P120	133%	356%		

At the Northern End 71% of '2 car demand' is met by Residents Only parks, and 189% of 1 car demand.

At the Southern End this drops to 17% of 2 car demand and 38% of 1 car demand. So **even if each house only has 1 car – only 38% will be able to find a Residents Only car-park at night**, and everyone will get a park somewhere only if no more than ONE park is used by non-residents and/or residents with off-street parking.

It is not surprising that residents find themselves parking 100, 500, even 800 metres away on a regular basis as, even if every household only has one car each, 8 people every week-night are entering the lottery for between zero and 9 parks – depending on what the non-resident demand is that day/evening.

Clearly there is not enough residents' parking at the southern end to meet even the minimum expected residential demand. With the proximity to the all day and evening demand of the University this level of parking provision is clearly going to affect ratepayers quality of life.

## Suggestions to improve Residents' Parking in Central Tce

### 1. Increase the number of Residents Only parks at the southern end

Making more parks available to *Residents Only* at the southern end will ease access for residents both during the day and at night.

### 2. Change half the P120 8am to 6pm parks to "Residents only from 4pm to 8am 7 days, P120 8am-4pm except Residents"

Residents evening parking could be substantially improved, and still allow day-time use for visitors and tradesmen, by making half the P120 spaces *Residents Only* between 4pm and 8am and p120 from 8am to 4pm – 7 days a week. The other half can remain as is to provide for after hours or over-night visitors.

With the above changes enforcement is more effective. One officer walking up the street once at 4pm would catch most of the illegal parking and ensure that the car-parks are not used for free all day commuter parking.

### **3. Stop giving parking permits to residents with off-street parking.**

At the southern end of Central Tce there are 14 on-street car parks:

- 5 are *Residents Only* and
- 9 are *P120* spaces

In the same area, there are 22 off-street car-parks:

- 6 are on the non-parking side of the street so do not affect on-street parking
- 6 are on private property
- 10 are on public land (on Road Reserve Encroachment Licenses)

Many residents with an off-street car-park still get the Residents' Permit so they can allow guests to use their off-street parking.

The 10 car-parks on public land are 5 double garages, each serving one household. Of these 5 double garages, 4 are almost exclusively used by only 1 car. (i.e. the other car space is almost never used except perhaps for storage or by the occasional visitor). 4 car-parks are left unused nearly all the time – if they were used by residents then residents' only parking would be improved by 80% - and all parking would be increased by 28%.

The owners of the only garage where both parks are regularly used are in fact considerate as they frequently get their visitors to park over their own garage entrance instead of using the scarce on-street parking.

Encouraging these residents to share the unused garage spaces would be beneficial.

Allowing these residents to use the severely limited on-street Residents' Parking is unacceptable.

The policy 'that the permit eligibility criteria specify that new residents with off-street parking will not be eligible for a Residents' Parking Permit depending on the number of car parks on their property' should be applied to existing residents as well.

Why should residents be discriminated against based on when they arrived in the neighbourhood? There is no justification for ANY resident getting a Resident's Parking Permit so their visitors can gain better parking than so many other residents can access? In addition we believe the enforcement of such a provision will prove problematic. How do you define a new resident? Will you be reviewing leases and titles? Moreover the concept is failing to address and real and current situation that it is within your power and your budget to address.

This is perpetuating an unjust inequitable situation. Delete the word 'new'. Or consider a 'kerb crossing permit' suggestion to improve parking and many ratepayers quality of life.

#### **4. Introduce a Kerb Crossing Permit**

Kerb crossings onto off-street parking remove road space available for general use for the exclusive benefit of the user of the off-street park. This private benefit therefore has a cost to the general public.

It is inequitable for some residents to gain the benefit of off-street parking AND are still entitled to on-street parking permits in situations when on-street parking is clearly insufficient to meet reasonable demand from residents who have no choice.

Why should one resident be charged to 'enter the on-street parking lottery every day – hoping they might get to use 4 metres of the street somewhere convenient to their house to park on, while other residents get exclusive use of 4m of kerb-side which guarantees them off-street parking on or right outside their property – and is further blessed with the additional right to use another 4 metres of on-street parking whenever they wish provide the guests with priority parking?

If each Kerb Crossing Permit also reduced the household's entitlement to Residents' Parking Permits, it would reduce Resident Parking demand in an equitable manner. Households could remove some road-side from general public use, to provide their kerb crossing – however they would lose an entitlement to a permit for the lesser value 'Residents' Permit' for on-street parking.

Several of the garages on Central Tce are narrow and do not appear to be used for cars (which seem to have grown wider over the years). If these kerb crossings were removed then more parking would be available to the community.

Removing one of the kerb crossings would create almost 2 extra car-parks as it separates a single space and a 3 car park space. The 3 space is usually only a 2 space as it is rather tight and comes close to blocking another garage if used for 3. If the unused garage kerb crossing was relinquished then 5 good usable car parks would be available – effectively creating 2 parks.

A survey (or question on the application form) would determine existing liability for kerb crossing permits, and those house-holds entitlements to Residents' Parking would be reduced. If in doubt, a kerb crossing could be deemed to serve one car-park for each (say) 4 linear metres, or part thereof, that the kerb crossing takes up from the road-side, e.g. 5m = 2 car-parks.

The result would be a more equitable regime for managing the scarce road-side resource, and may result in unused kerb crossings being relinquished to provide for more general parking space.

This suggested policy should only apply in those areas where parking is significantly constrained. It is not recommended in those neighbourhoods where parking is not an issue.

#### **5. Require the University to provide reasonable and adequate parking**

Parking in Central Tce, and probably Kelburn in general, is particularly difficult due to proximity to the Kelburn University Campus and to the CBD and the associated large numbers of all day and short term users from 7am through to late evenings. The University attracts students for short-term parking for lectures, then late in the day and evening parking to work in the library.

Due to the fact that the Kelburn campus has not made sufficient provision for both short-term and all day parking near the campus, the surrounding residential streets are used by students and staff. Residents know that the University is causing the problem as parking is considerably easier during the University holidays – and is usually easier during the weekends. We understand that the University is charging close to market rates for staff parking. This undoubtedly results in staff choosing to park in the surrounding neighbourhood. The university must be encouraged to provide adequate parking instead of dumping the problem on the neighbourhood.

### **Quality of Life**

Imagine arriving home from the supermarket on one of those (not so rare in Wellington) wet and windy days. There are no parks outside your gate or even nearby, so you double park and shuttle the groceries in before rushing back to the car to move 50, 100, 500, even 800m away to park the car before walking home.

Now imagine doing that with a few young children. Do you leave them in the car while the groceries are carried in, then take them with you to park the car 50, 100, 500, 800 metres away? Or carry the kids in, then run back for the groceries, then leave the kids home alone for 5-15 minutes while you park the car?

Or imagine you are elderly, and the process of getting the groceries and then returning to park the car has you so exhausted that you instead are forced to use taxis at considerable cost.

Or imagine you're awaiting your hip replacement and the risk of not getting a park nearby when you return makes you think twice about leaving your home at all.

People's quality of life can be significantly affected if they cannot park near their homes.

Those with easy parking don't give it a second thought – in fact they might even complain if their friends are occasionally inconvenienced when they have to park down the road when they come to visit. Their guests might even have an over-night bag to carry with them once every month or two and they might have to drop the bag off before they park 50, 100, 500+ metres away – although quite a few have a spare garage they can use for their visitor.

Those without off-street parking need your help. It is inequitable for those who have off-street parking (and by having a kerb crossing they have permanently and exclusively removed a potential parking space from general use) to be given further parking rights in the form of Residents' Parking permits – which are effectively used for their occasional guests - when other residents face parking troubles on a daily basis.

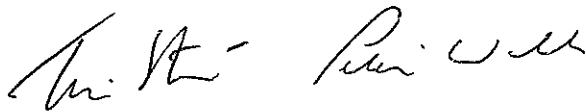
It is inequitable to have public land converted to private parking for two cars, then only have one of those car-parks used – and they are STILL entitled to get a Residents' Parking Permit.

### Recommended Policy

1. That more Residents Only spaces should be provided at the Southern end of Central Tce
2. That half the P120 8am to 6pm parks should be changed to "Residents only from 4pm to 8am 7 days, P120 8am-4pm except Residents"
3. Stop giving parking permits to residents with off-street parking - allow each house in a Residents' Parking zone is entitled to 2 residents permits, less one resident's permit for each kerb crossing. A kerb crossing serves one car-park.
4. Introduce a Kerb Crossing Permit - so residents with off-street parking contribute something in return for the private benefit they get at public cost and to aid equitable administration of Residents' Permits.
5. Require the University to provide reasonable and adequate parking - to substantially increase low-cost on-site all day and short term parking for its staff and students before further development occurs so the impact is reduced on neighbourhood parking.

We would appreciate the opportunity to present and discuss our submission to the Council.

Yours sincerely



Tim Stewart & Peter Walls





**SUBMISSION  
NUMBER****393****Joelene Noble**

**From:** Ross Stevenson [ross@kaleido.co.nz]  
**Sent:** Thursday, 15 October 2009 11:45 p.m.  
**To:** Joelene Noble  
**Subject:** Re Parking change consultation

Dear Joelene

I have just returned to Wellington and collected my post having spent the last two months working overseas. I have just opened a letter from you regarding changes to Resident and Coupon permit schemes. I noted the submission date has just passed.

I have very strong opinions on this subject as I own two properties that will be very badly affected if residents parking is removed. These are at 112 and 110 Abel Smith Street. I bought these properties in 2005 and 2006 and have invested heavily in them to revive them as good long term residential properties. Garage space is not possible on these heritage listed homes - the fact residents parking was directly outside was a major factor in me buying the property and investing in renovating them as homes to live and enjoy the area. I think it would be very unfair of the council to now remove residential parking. This would be a major blow after investing so much energy and money making these great places to live for Wellington residents for the next 30-40 years.

I would hope the council can see how my neighbour at 108 Abel Smith and I have transformed our properties into stunning Wellington homes to encourage a good residential and commercial mix in Te Aro precinct. The residents parks on my street support this mix and vibrancy by encouraging tenants to live in what would otherwise be a desolate street of mechanics and hire companies. These are currently only 2 residential parks on my street and up to 6 resident cars in the three properties.

Please can you help to get my voice heard in the submission hearing, apologies for only reading your mail so late. I would be happy to accompany my neighbour David Melling at 108 Abel Smith Street to present our submissions to the hearing.

Best regards

Ross Stevenson  
Director

**KALEIDO**

web: [www.kaleido.co.nz](http://www.kaleido.co.nz)  
email: [ross@kaleido.co.nz](mailto:ross@kaleido.co.nz)  
mobile: +64 21 938 096  
skype: rossstevenson77  
post: PO Box 9723, Wellington, NZ

**ENTERED**

16/10/2009



Please tell us what you think. Wellington City Council would like your feedback on the proposed changes to the Resident and Coupon schemes. You can fill out this submission form and post it back to us by Friday 16 October 2009. Free post 2199 (no stamp required) or comment in the Have Your Say section online at [www.Wellington.govt.nz](http://www.Wellington.govt.nz)

**SUBMISSION NUMBER 139**

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration and consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

Mr / Mrs / Miss / Ms / Dr (circle which applies) 11 Harbour View Rd. Northland, Wgh 6012  
 First name(s) DAVID Last name MELLING  
 Street address 108 and 108A Abel Smith Street (Affected property)  
 Phone 021 530 579 Email david@architecturecentral.co.nz

Do you use a (tick box)

- Residents' Parking Permit     Coupon Exemption Permit     Daily/Monthly Coupon

I am writing this submission (tick box)

- As an individual     On behalf of an organisation    Name of organisation \_\_\_\_\_

Would you like to present your submission to the Committee considering the proposal in November?

- Yes     No

Do you agree with increasing the number of resident-only parks in high pressure areas?

- Yes     No

 **ENTERED**

Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?

- Yes     No

Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?

- Yes     No

Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?

- Yes     No

Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?

- Yes     No

Do you think parking fees should change?

- Residents' Parking Permit     Yes     No  
 Coupon Exemption Permit     Yes     No  
 Daily/Monthly Coupon Permit     Yes     No

Why? It always seemed cheap to me @ \$90 p/a.

Please let us know what you consider to be a fair fee for a:

- Residents' Parking Permit:    \$ 200 p/a  
 Coupon Exemption Permit:    \$ \_\_\_\_\_  
 Daily/Monthly Coupon Permit:    \$ \_\_\_\_\_

Any comments:

Please refer to attached letter.

FreePost Authority Number 2199



Resident and Coupon Parking schemes (KCIFo2)  
Wellington City Council  
Po Box 2199  
Wellington 6140

10...  
...  
...  
...

Committee considering:  
Proposed Resident and Coupon Parking schemes  
Wellington City Council  
PO Box 2199  
Wellington 6140

17 September 2009

Dear Committee,

I am the owner of a two flat heritage listed property at 108 Abel Smith street (on the corner of Victoria Street) and within the central zone of the district plan but on the border of the inner residential zone.

I purchased the property in 2005 and have spent considerable money and time fully renovating and modernizing it as a two flat property.

Because there is no on-site parking the property relies on the residential parking spaces directly in front of the house on Abel Smith Street. In 2005 there were three spaces and WCC have in the last year remarked and signed the residential spaces so there are now really only two spaces, maybe three with very compact cars.

Whilst I agree with endeavours to move away from residents parking in the more densely populated and urbanised parts of the city, I believe a blanket policy that affects all properties within the central zone will adversely affect properties at the periphery of this zone that have legitimate entitlement to residents parking. I am on the outer border of the central zone and therefore I am writing to express my vehement opposition to your proposals to abolish residents parking for properties in the central zone, or at least those properties that are low density residences and on the outskirts of the central zone. My reasons are as follows:

1. The removal of residents parking rights from my property will have a direct affect on the value of the property
2. I purchased the property on the understanding that residents parking was available and would remain so. And with that understanding I have invested in excess of \$500,000 undertaking major renovation and restoration work that has had a very positive impact on visual amenity, heritage and social value in the area. Included in this work I have invested in transferring overhead power and telecommunications lines to underground in an effort to further enhance visual amenity.
3. My property is one of three properties (108, 110, and 112 Abel Smith Street) that are on WCC's list of protected heritage houses. These three properties have all been in existence as Victorian timber framed houses since before the turn of the century. As well as being the owner of 108 Abel Smith Street, I have been the architect for and managed the restoration and renovation of all three of these properties with the approval of WCC heritage officer within the requirements of the resource consent process. Whilst these properties are within the central zone, they are very much residential in nature and predate this zoning and therefore need to be considered as having special circumstances in terms of being allowed access to residents parking (ie no different to other houses on Abel Smith street on the west side of Willis Street.) This special circumstance with respect to parking will match the special circumstance already given to the properties by the district plan in order to preserve them as historic residences.

Furthermore to my statements above I would like to bring to your attention the fact that the whole of the south side of Abel Smith Street between Victoria Street and Willis Street is currently completely undesignated in terms of parking. Therefore cars are parked there long term by people who have recognised somewhere to 'store' a vehicle. I would like to request

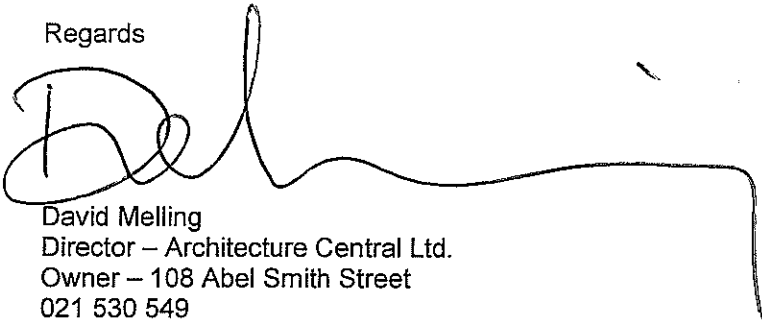
that at least three spaces be designated as residents only parking. There are currently 4 residences in this part of the street:

108 – 3 bed flat  
108A – 2 bed flat  
110 – 3 bed house  
112 – 3 bed house

There are only two resident parking spaces, therefore I believe that adding another three more is a reasonable provision.

I am quite happy to meet anyone on site to have a look at the situation.

Regards

A handwritten signature in black ink, appearing to be 'David Melling', written over a horizontal line that extends to the right.

David Melling  
Director – Architecture Central Ltd.  
Owner – 108 Abel Smith Street  
021 530 549  
david@architecturecentral.co.nz

SUBMISSION  
NUMBER

331

**Joelene Noble**

---

**From:** duncancatanach@hotmail.com  
**Sent:** Monday, 12 October 2009 7:56 p.m.  
**To:** Joelene Noble  
**Subject:** Resident and Coupon Parking Schemes

The following details have been submitted from the Resident and Coupon Parking Schemes form on the [www.Wellington.govt.nz](http://www.Wellington.govt.nz) website:

First Name: Duncan  
Last Name: Catanach  
Street Address: 3 Levina Ave  
Suburb: Aro Valley  
City: Wellington  
Phone: 027-293-7014  
Email: duncancatanach@hotmail.com

I would like to make an oral submission: Yes

I am making this submission: as an individual

Do you use a: Residents' Parking Permit

Increase number of resident-only parks in high pressure areas: Yes

Agree with proposed guidelines to evaluate requests: Yes

Restrict parking to properties in residential zones: Yes

Eligibility should be subject to number of off-street parks: Yes

Reduce maximum allowance of resident permits: Yes

Change fee for Residents' Parking Permit: Yes

Why (Residents' Parking Permit): We should be able to park close to our homes without it being a significant cost. There is a huge difference between having secure garaging versus offstreet parking as there are already additional costs associated with roadside parking as vehicles are subject to break-in's and damage. There are also not the additional benefits of storage a garage often provides.

We live up steps and do not have the option of onsite access even if we wanted to. In terms of pricing, the first park should be very affordable - only a small increase from the present level. The second permit should be more expensive to encourage people to be realistic about how many cars one household really need. If the first resident permit is \$120, say up to \$200.

Change fee for Coupon Exemption Permit: Yes

Why (Coupon Exemption Permit): My personal preference is to get rid of the coupon exemption permit. This is being used as a cheap way of getting resident parking. Resident parking permits allow residents to park in coupon spaces - that is all that is needed. If people need extra parks

above their residential permits they should pay by the day.

Change fee for Daily / Monthly Coupon Permit: Yes

Why (Daily / Monthly Coupon Permit): Monthly coupon parking permit should go and daily coupons should change so that apart from residents (see below) the maximum time is 5 or 6 hours i.e., less than a full day. This will discourage commuters from using inner city residential areas as a cheap place to park. People should be encouraged to use public transport, walk or cycle or use proper parking facilities.

Full-day coupon parking should be reserved for tradespeople servicing the houses on the street and for visitors to bona fide residents. Full day coupon permits should only be available to residents (on production of a residents permit or perhaps in books of 10 from the WCC Parking) to give to guests and tradespeople as required. The price for this permit should be the same as the daily coupon rate.

Fair fee for Residents' Parking Permit: 120

Fair fee for Coupon Exemption Permit: NA

Fair fee for Daily / Monthly Coupon Permit: 6

Comments: Make the system simpler - resident permit, daily resident coupon permits or non-resident coupon 6 hour permit.

The District Plan should be changed to require that any new developments designed for residents in these areas provide off-street parking, whether they be in the suburban, commercial or residents zones.

Not related: Call Parking and Infringement just Parking - much more customer friendly. Every time I get a letter for my resident's permit I think I've got a fine!

---



Please tell us what you think. Wellington City Council would like your feedback on the proposed changes to the Resident and Coupon Parking schemes. You can fill out this submission form and post it back to us by Friday 16 October 2009, Freepost 2199 (no stamp required) or comment in the Have Your Say section online at [www.Wellington.govt.nz](http://www.Wellington.govt.nz)

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with strict access controls to access and correct personal information.

**SUBMISSION NUMBER 375**

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s) NORBERT Last name KOPTISCH

Street address 236 THE TERRACE, WELLINGTON CENTRAL

Phone 0274 810 067 Email norbert.koptisch@westnet.co.nz

Do you use a (tick box)

Residents' Parking Permit  Coupon Exemption Permit  Daily/Monthly Coupon

I am writing this submission (tick box)

As an individual  On behalf of an organisation Name of organisation \_\_\_\_\_

Would you like to present your submission to the Committee considering the proposal in November?

Yes  No

Do you agree with increasing the number of resident-only parks in high pressure areas?

Yes  No

Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?

Yes  No

Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?

Yes  No

Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?

Yes  No

Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?

Yes  No

Do you think parking fees should change?

Residents' Parking Permit  Yes  No

Why? HAPPY W FEELS

Coupon Exemption Permit  Yes  No

Why? \_\_\_\_\_

Daily/Monthly Coupon Permit  Yes  No

Why? \_\_\_\_\_

Please let us know what you consider to be a fair fee for a:

Residents' Parking Permit: \$ \_\_\_\_\_

Coupon Exemption Permit: \$ \_\_\_\_\_

Daily/Monthly Coupon Permit: \$ \_\_\_\_\_

 **ENTERED**

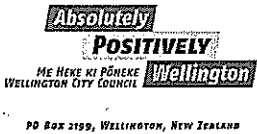
Any other comments:

I FEEL THE PROPOSAL DISCRIMINATES RESIDENTS WHO HAVE OFF STREET PARKING ON THEIR PROPERTY. JUST BECAUSE I OWN A PROPERTY W OFF STREET PARKING I LOSE THE RIGHT TO PARK ON THE STREET?! I PAY RATES JUST LIKE EVERYBODY ELSE WITHOUT OFF STREET PARKING ON THEIR PROPERTY. HOWEVER I FEEL TWO RESIDENT PERMITS FEE (HOUSEHOLD) SHOULD BE ENOUGH.

Fold here

Fold here

FreePost Authority Number 2199



Freepost WCC  
Resident and Coupon Parking schemes  
Wellington City Council  
Po Box 2199  
Wellington

Please tell us what you think. Wellington City Council would like your feedback on the proposed changes to the Resident and Coupon Parking schemes. You can fill out this submission form and post it back to us by Friday 16 October 2009, Freepost 2199 (no stamp required) or comment in the Have Your Say section online at [www.Wellington.govt.nz](http://www.Wellington.govt.nz)

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**SUBMISSION NUMBER 327**

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s) DOUGLAS Last name LYNN

Street address 5B DOCTORS COMMON, MT VICTORIA

Phone 385 7191 Email douglas.lynn@actix.co.nz

Do you use a (tick box)

Residents' Parking Permit  Coupon Exemption Permit  Daily/Monthly Coupon

I am writing this submission (tick box)

As an individual  On behalf of an organisation Name of organisation \_\_\_\_\_

Would you like to present your submission to the Committee considering the proposal in November?

Yes  No

Do you agree with increasing the number of resident-only parks in high pressure areas?

Yes  No

Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?

Yes  No

Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?

Yes  No

Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?

Yes  No

Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?

Yes  No *Comments attached*

Do you think parking fees should change?

Residents' Parking Permit  Yes  No Why? \_\_\_\_\_  
Coupon Exemption Permit  Yes  No Why? \_\_\_\_\_  
Daily/Monthly Coupon Permit  Yes  No Why? \_\_\_\_\_

Please let us know what you consider to be a fair fee for a:

Residents' Parking Permit: \$ \_\_\_\_\_  
Coupon Exemption Permit: \$ \_\_\_\_\_  
Daily/Monthly Coupon Permit: \$ \_\_\_\_\_

*Comments attached*

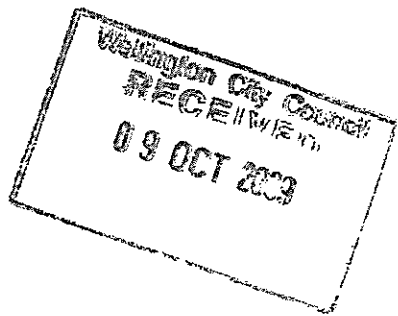
 **ENTERED**

Any other comments: I own a car. I either walk or catch a bus to and from work. I use my car mainly on my days off and for holidays. My further comments are attached.

FreePost Authority Number 2199



Resident and Coupon Parking schemes (KCIF02)  
Wellington City Council  
Po Box 2199  
Wellington 6140



## Resident & Coupon Parking Schemes

I don't agree with reducing the maximum allowance of resident permits from two per household to one per unit for multi-unit dwellings.

The great overarching merit of the resident and coupon parking schemes is that they recognise the historical origins and character of central Wellington and balance them against the importance of motor vehicles to modern life.

A policy intention of the scheme is to manage the demand for permits so that parking spaces can be shared equitably between residents.

The basis for the proposal to reduce the maximum allowance for multi-unit dwellings is that "high density housing places extra pressure on road space disproportionate to single households". The underlying logic of this assertion is based on the amount of street frontage a property has relative to the number of its occupants. Multi-unit dwellings must share their street frontage among more occupants than do single household dwellings, all else being equal.

While this proposition is undoubtedly true, it is a simplistic, narrow and inequitable principle on which to base allocation of parking spaces among residents.

It is simplistic because it equally holds true for just about any city amenity we might care to think about. In other words, it is true to claim that high density housing generally places extra pressure on all city amenities disproportionate to single households. Where would that lead us if we applied the same rationale to other amenities besides parking? Restrictions for the residents of multi-unit dwellings on the number of library books and the length of time in a swimming pool, application of higher water and sewage charges, and so on?

It is also simplistic because it overlooks the fact that many residential properties in central Wellington are sited off-street up shared right-of-ways and stairways and thus have no or minimal street frontage. While the proposed principle seeks to differentiate between single household and multi-unit dwellings, that in itself is inequitable. Given the logic of the proposed principle, any dwelling without street frontage is one that places extra pressure on road space disproportionate to dwellings with frontages. The extra pressure may be even more than that exerted by a multi-unit dwelling sited directly on the street. For example, 10 people in 10 single household dwellings up a shared right of way would place a "disproportionate" share of pressure on road space than would 10 people in a block of flats sited directly on a street frontage, especially if the flats occupy a corner section.

It is a narrow principle because it ignores the effect of the incentives and disincentives involved. By putting the interests of commuters into an area ahead of the local residents who live in multi-unit dwellings, the proposal gives more licence to commuters to place relatively greater pressure on traffic volumes and add to traffic congestion. Similarly, the proposal makes it relatively easier for the occupants of single household dwellings to use motor vehicles by comparison with

## Resident & Coupon Parking Schemes

their neighbours in multi-unit dwellings, thus placing relatively more pressure on traffic volumes.

Pressure on on-street parking space is determined by a range of factors acting in combination, of which housing density is just one. Other factors are the amount of off-street parking available in a local area, the amount of commuter parking allowed in an area, the average size of the vehicles being parked, and the number of vehicles per household.

The history of early times and Council policies, past and present, have either determined or influenced all of these factors. All residents of an area need to accept and live with this situation. High density housing contributes to the vitality and prosperity of central Wellington. The proposal to differentiate between multi-unit and single household dwellings creates two classes of citizens. It is inequitable to treat the residents of multi-unit dwellings as second class citizens by denying them the same privileges as the residents of single household dwellings.

The only equitable policy is to make access to residents' parking rights the same for all residents regardless of the size or nature of their dwellings.

Finally, I would like to comment on the prices of the various permits. While I don't have a view on actual price levels, I do have views about the principles which ought to be involved in setting the prices. First, I think the fees for Residents Parking Permits and for Coupon Exemption Permits should be set at a level which covers the cost of administering the schemes for residents. Second, I think it is fair that the fee for Coupon Exemption Permits is set at half the level of the fee for Residents Parking Permits. Finally, I think that the fees for Daily and Monthly Coupon Permits should be set a level which covers the costs of administering the coupon scheme and of enforcing the resident and coupon parking schemes, and which provides a reasonable incentive to use alternative forms of transport for commuting.

Please tell us what you think. Wellington City Council would like your feedback on the proposed changes to the Resident and coupon parking schemes. You can fill out this submission form and post it back to us by Friday 16 October 2009. For more information on how to get involved or comment in the Have Your Say section online at [www.Wellington.govt.nz](http://www.Wellington.govt.nz)

**SUBMISSION NUMBER** **334**

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s) Janine

Last name BURNS

Street address 4/81 Hill Street, Thorndon

Phone 021 459774

Email burnsj@stke.gov

**Do you use a (tick box)**

Residents' Parking Permit     Coupon Exemption Permit     Daily/Monthly Coupon

**I am writing this submission (tick box)**

As an individual     On behalf of an organisation    Name of organisation \_\_\_\_\_

**Would you like to present your submission to the Committee considering the proposal in November?**

Yes     No

**Do you agree with increasing the number of resident-only parks in high pressure areas?**

Yes     No

**Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?**

Yes     No

**Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?**

Yes     No 

**Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?**

Yes     No

**Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?**

Yes     No

**Do you think parking fees should change?**

Residents' Parking Permit     Yes     No    Why? \_\_\_\_\_

Coupon Exemption Permit     Yes     No    Why? \_\_\_\_\_

Daily/Monthly Coupon Permit     Yes     No    Why? \_\_\_\_\_

**Please let us know what you consider to be a fair fee for a:**

Residents' Parking Permit:    \$ \_\_\_\_\_

Coupon Exemption Permit:    \$ \_\_\_\_\_

Daily/Monthly Coupon Permit:    \$ \_\_\_\_\_

 **ENTERED**





**Joelene Noble**

---

**From:** patrick.mcombs@delta.net.nz  
**Sent:** Wednesday, 14 October 2009 6:31 p.m.  
**To:** Joelene Noble  
**Subject:** Resident and Coupon Parking Schemes

The following details have been submitted from the Resident and Coupon Parking Schemes form on the [www.Wellington.govt.nz](http://www.Wellington.govt.nz) website:

First Name: Patrick  
Last Name: McCombs  
Street Address: 8 Scarborough Tce  
Suburb: Mt Victoria  
City: Wellington  
Phone: 04 385 1854  
Email: patrick.mcombs@delta.net.nz

I would like to make an oral submission: Yes

I am making this submission: as an individual

Do you use a: Coupon Exemption Permit

Increase number of resident-only parks in high pressure areas: Yes

Agree with proposed guidelines to evaluate requests: No

Restrict parking to properties in residential zones: Yes

Eligibility should be subject to number of off-street parks: No

Reduce maximum allowance of resident permits: Yes

Change fee for Residents' Parking Permit: Yes

Why (Residents' Parking Permit): The must be for cost recovery only - not for contributing to general council revenue

Change fee for Coupon Exemption Permit: Yes

Why (Coupon Exemption Permit): The coupons scheme is aimed at changing commuter behaviour. The full cost should be borne by commuters. There is no justification for residents who happen to be subject to commuter parking pressure being expected to pay for the scheme at all.

Change fee for Daily / Monthly Coupon Permit: No

Fair fee for Residents' Parking Permit: 75

Fair fee for Coupon Exemption Permit: 0

Fair fee for Daily / Monthly Coupon Permit: 5

Comments: Whether the apace set aside for residents parking needs to be expanded should not be concerned other demands for all-day parking. All spaces in Mt Victoria not designated Residents Parking should be subject to 2hr or 4hr parking time restrictions

---

Please tell us what you think. Wellington City Council would like your feedback on the proposed changes to the Resident and Coupon Parking schemes. You can fill out this submission form and post it back to us by Friday 16 October 2009, or you can submit your submission (typed) or comment in the Have Your Say section online at [www.Wellington.govt.nz](http://www.Wellington.govt.nz)

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**SUBMISSION NUMBER** **120**

Mr / **Mrs** / Miss / Ms / Dr (circle which applies)

First name(s) Coral Last name Aitchison

Street address 11 Lipman St, Mt Victoria

Phone 04 802 4886 Email Coralnz@aattglobal.net

Do you use a (tick box)

Residents' Parking Permit  Coupon Exemption Permit  Daily/Monthly Coupon

I am writing this submission (tick box)

As an individual  On behalf of an organisation Name of organisation \_\_\_\_\_

Would you like to present your submission to the Committee considering the proposal in November?

Yes  No

 **ENTERED**

Do you agree with increasing the number of resident-only parks in high pressure areas?

Yes  No

Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?

Yes  No

Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?

Yes  No

Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?

Yes  No

Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?

Yes  No

Do you think parking fees should change?

Residents' Parking Permit  Yes  No  
 Coupon Exemption Permit  Yes  No  
 Daily/Monthly Coupon Permit  Yes  No

Why? our rates already reflect the high value of inner city properties

Why? in our area, Mt Vic this is used by commuters for all day parking. The charge should be high enough to encourage public transport

Please let us know what you consider to be a fair fee for a:

Residents' Parking Permit: \$ 90.00  
 Coupon Exemption Permit: \$ 50.00  
 Daily/Monthly Coupon Permit: \$ 200.00 / 15 Daily

Any other comments:

Central city apartments must be obliged to provide one car park per apartment. This car park to form part of the property contract.

Too many apartment owners seek an automatic right to street parking when other properties, who pay higher rates because of title deeds, are penalised.

Residential property owners such as Mt Victoria, are subsidising out of city commuters who seek cheap all day parking. We should provide incentives to use public transport during the week day instead of at present, I give away cheap commuter parking in residential inner city areas.

Developers hold too much sway in Wellington.  
Carol Hitchison

FreePost Authority Number 2199

**Absolutely**

**POSITIVELY**

ME HEKE KI PŌNEKE  
WELLINGTON CITY COUNCIL

**Wellington**

Carried by  
NEW ZEALAND  
10 SEP 05

Free



Resident and Coupon Parking schemes (KCIF02)

Wellington City Council

Po Box 2199

Wellington 6140

**Joelene Noble**

---

**From:** r.k.m.chang@gmail.com  
**Sent:** Tuesday, 29 September 2009 11:34 a.m.  
**To:** Joelene Noble  
**Subject:** Resident and Coupon Parking Schemes

The following details have been submitted from the Resident and Coupon Parking Schemes form on the www.Wellington.govt.nz website:

First Name: Raymond  
Last Name: Chang  
Street Address: 2G/31 Pirie Street  
Suburb: Mount Victoria  
City: Wellington  
Phone: 021513433  
Email: r.k.m.chang@gmail.com



I would like to make an oral submission: Yes

I am making this submission: as an individual

Do you use a: Residents' Parking Permit

Increase number of resident-only parks in high pressure areas: Yes

Agree with proposed guidelines to evaluate requests: No

Restrict parking to properties in residential zones: Yes

Eligibility should be subject to number of off-street parks: No

Reduce maximum allowance of resident permits: Yes

Change fee for Residents' Parking Permit: Yes

Why (Residents' Parking Permit): Marginally or be subject to a regular review. They clearly cannot stay at \$90 forever (for 1 year of resident's parking). However, permits should be accessible and cheap. Minimal to no comparison with 'market prices' for a typical inner-city carparking space should be made.

Change fee for Coupon Exemption Permit: Yes

Why (Coupon Exemption Permit): 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 carparking within the inner city.

Change fee for Daily / Monthly Coupon Permit: Yes

Why (Daily / Monthly Coupon Permit): See comments on coupon exemption permits above.

Fair fee for Residents' Parking Permit: 100 per annum

Fair fee for Coupon Exemption Permit: 200-500 per annum

Fair fee for Daily / Monthly Coupon Permit: 5 per day. Some discount for a full month.

Comments: Resident's parking is essential for many of the inner-city residential areas due to many of these houses having no access to enough frontage area for a garage or carparking facility. There should not be a penalty for people who move into these areas on accessing road-side carparks as a right. Suburbs outside of the central city allow parking on the side of the road for free, and are mostly used by residents. Therefore, I feel that the argument put forward in your brochure that the effective privatisation of a public space is invalid. Many streets in Wellington City are mainly used by residents parking their vehicles on the street. Those residents who do not park their vehicles on the street have the option of parking their vehicles on their own property.

If parking permit provisions become more restrictive, district plan provisions should commensurately be less restrictive to allow retrofitting of garages or carpads to provide for carparking on-site.

Additionally, it is not clear how the proposed new methods of creating more resident's carparking areas will be implemented on the ground. 75% of resident's support for increasing carparking would be difficult for any one single person to gain, and even if driven (and paid for) by WCC, returns on surveys or similar are very rarely at this return rate.

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SUBMISSION  
NUMBER

371

**Joelene Noble**

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**From:** gail@irwin.net.nz  
**Sent:** Thursday, 15 October 2009 10:18 a.m.  
**To:** Joelene Noble  
**Subject:** Resident and Coupon Parking Schemes

The following details have been submitted from the Resident and Coupon Parking Schemes form on the [www.Wellington.govt.nz](http://www.Wellington.govt.nz) website:

First Name: Gail  
Last Name: Irwin  
Street Address: 90 Kelburn Pde  
Suburb: Kelburn  
City: Wellington  
Phone: 973-8049  
Email: gail@irwin.net.nz

I would like to make an oral submission: Yes

I am making this submission: as an individual

Increase number of resident-only parks in high pressure areas: Yes

Agree with proposed guidelines to evaluate requests: No

Restrict parking to properties in residential zones: Yes

Eligibility should be subject to number of off-street parks: No

Reduce maximum allowance of resident permits: No

Change fee for Residents' Parking Permit: No

Change fee for Coupon Exemption Permit: No

Change fee for Daily / Monthly Coupon Permit: Yes

Why (Daily / Monthly Coupon Permit): Residents should be supported not outsiders e.g. those who travel in from Upper Hutt every day & occupy Wellington streets without much input into the costs.

Comments: The proposal to restrict the number of residential parks per property for those with off street parking is non-sensical as it will merely discourage property owners from investing large sums of money to provide extra off-street parking. Having workmen at your residential property in Kelburn requires the ability to provide them with parking - a great difficulty. Perhaps every ratepayer should be entitled to (say) 2 weeks of residential daily stickers per annum to facilitate repair work. The real problem in Kelburn is the university & the use of local parks by residents who live miles away from VUW. Kelburn Parade by VUW EITHER need to be joined with Central Terrace to form a "University Precincts" zone or (like Central terrace which I believe gained its special privilege when a City Councillor lived there) to have its own specific sticker.

Also some areas near to the city are/were given a choice of Kelburn or City residential parking stickers - that must stop as the residents choose whichever they need for their day-time (not residential) activities. Another issue relates to the need for better control of who is granted a residential parking certificate. I have had tenants gain residential parking certificates without my knowledge yet they neither had a tenancy agreement with their name on it nor did they have a letter from me. The landlord MUST be in the loop case by case (and a tenancy agreement should not be sufficient) so that they know who has the permits for a given property - as this needs to be controlled when/if those tenants depart that property. (A car with a Kelburn sticker is worth far more on resale to university students.) I also suspect that this loophole has resulted in friends using the VUW area address to register their car & gaining Kelburn residential parking stickers. Another issue is the need for better control of which local properties are eligible. University students have registered their cars to VU W properties and successfully gained residential parking stickers - a matter that again could be controlled via requiring specific authorisation from the landlord per application. The new university hostel has created parking extra strain near Fairlie Tce. Whilst the residents there are not supposed to have local stickers - some have somehow acquired them. Whilst the building project was underway local residents suffered badly as the VUW builders took all of the residential parks during the day. VUW contractors should not be allowed ever to use trade stickers in residential parks. Victoria University & its contractors / employees / students (unless very local residents) must be stopped from using up the near by residential parks whether whilst building or during normal days. If VUW precincts is not acceptable then perhaps the car parking stickers ought to specify the actual residential address associated with the car & the sticker is only valid for parking within (say) 3 minutes walk of that address with the onus of proof on the car owner. The "local" parking wardens could then issue tickets to such "residents" well outside their residential area. This ought to discourage the current wide spread abuses of residential parking around VUW. As the car registration number is now on the permit the actual address can be readily added so the idea is feasible. **AND FINALLY FOR NOW - IF YOU REALLY WANT FEEDBACK VIA THE INTERNET THIS LITTLE BOX IS RIDICULOUS** - please implement a better mechanism for gaining the real thoughts of Wellington inhabitants as the current one is clearly intended to discourage real input that needs thought as opposed to Agree/Disagree responses that merely require counting.

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15 October 2009

SUBMISSION  
NUMBER 398

Resident and Coupon Parking schemes (KCIF02)  
Wellington City Council  
PO Box 2199  
Wellington 6140

### **Resident and Coupon Parking schemes (KCIF02)**

I am writing this submission on behalf of the Mt Victoria Residents Association. We would like the opportunity to present our submission to the Committee in November.

The Mt Victoria Residents Association is generally supportive of the re-balancing of the resident and coupon parking schemes in residential zones.

According to Wellington City Council's Parking Policy, parking should support a compact city approach, promoting the use of public transport. The demand for parking should be influenced by the facilitation of effective sustainable transport solutions, such as public transport, walking and cycling.

### ***Proposed changes we support***

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

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

### ***Challenges unique to Mt Victoria***

WCC's Parking Policy states that on-street parking is primarily to support residents' parking. The statistics presented in WCC's 20 August officer's report on the residents and coupon parking schemes clearly demonstrate that Mt Victoria has the most pressure for parking spaces. In fact, *it is the only location where the demand for resident parking exceeds the available on-street space.*

We are concerned that the officer's report, in light of these facts, did not propose treating Mt Victoria any differently from other suburbs where on-street parking is not at such a premium.

**Fact:** While the average allocation across all coupon zones is 57% coupon/33% resident only, in Mt Victoria over 60% of the spaces are allocated coupon.

This inequity should be remedied over the next year, with more resident only spaces created, focused on the highest-pressure streets such as Queen St.

From the point of view of residents, commuters add nothing positive to our neighbourhood. In parts of Mt Victoria they seriously erode the ability of residents to find parking; they contribute to higher traffic volumes in quiet residential streets; they increase the local pollution load; they are an increased danger for the many thousands of pedestrians who use the streets and pedestrian crossings every day.

We understand that resident only parking should be balanced with on-street parking for the local retail and commercial sector, and as such we support the Council's use of spaces on lower Pirie St, lower Majoribanks St and lower Elizabeth St for metered parking/P120 spaces.

Consideration also needs to be made of the potential implications of a revised section of the Residential Chapter of the District Plan (contained in District Plan Change 72), which would allow the splitting of one household into two units without the requirement of an additional off-street park. This will lead to a small increase in demand for on-street resident parking.

### ***Recommendations***

Mt Victoria - Short-term

MVRA proposes an increase in resident only spaces from 568 to 659, and a corresponding decrease in coupon spaces from 896 to 805.

We are happy to work with Council to identify the streets (such as Queen St) that would most benefit from this re-allocation.

MVRA would also like to comment on the process for changing allocation of parking spaces, which is extremely onerous and places undue burden on residents. We propose that for areas where Council has identified a need for more resident only parking (highest pressure areas), Council should initiate the work to plan the number of necessary resident spaces and placement, with consultation as the work plan progresses. Requiring residents to initiate the request, prove need, and provide documentation of a majority of residents' support is too much to ask. Road space should be enacted upon as any other Council asset – an improvement identified, Council draft plan, consultation and action.

Residents in situations where the house is 1.5 metres from houses on either side and with no garage or car pad (or possibility of these options) should be entitled to one free resident permit per house. We believe it would go some way towards placing people in this situation on a more equitable footing with residents who have essentially privatised all or part of the street in front of their residences by having garages, driveways or car pads.

### Long-term

We recommend a phasing out of coupon parking altogether in our suburb, over five years. Council's policy should recognize the fact that demand for residential parking will always exceed supply within the confined streetscape of Mt Victoria, and commit to a phase-out. If WCC policy continues to encourage infill housing in the Inner Residential zone, the pressure for resident parking is likely to increase.

We recognise that visitors and tradespeople will need to be accommodated.

A number of proposals for how to achieve this have been received from residents, ranging from strategically placed free P120 spaces to a scheme whereby holders of resident permits may purchase 24hr "visitor passes" at their local dairy.

It is our view that the Council should evaluate overseas best-practise cases and make recommendations in a later consultation process as to how best to achieve this goal.

### **Fees**

MVRA continues to advocate for coupon exemption permits to be free to residents. We note that the revenue collected from the 302 coupon exemption permits in Mt Victoria is \$15,100/yr, which is not a large lost revenue source. Residents feel that they are currently in effect subsidising commuters using the neighbourhood as a cheap car park; abolishing this fee would go a long way towards changing this view.

It is our position that the resident permit fees should remain the same. We support an increase in coupon fees from \$5/day to at least \$8/day. Carparks on the fringe of the CBD (Tory St for example) charge \$8/day for parking, and we believe that coupon fees should correspond to this rate. In addition, we recommend that the coupon fee structure be reviewed each year as part of the Annual Plan process, however, with the intent of small increases, which would encourage the use of public transport, carpooling, or walking/cycling.

It's also notable that the revenue collected from coupon parking flows into general Council income, but there is no offsetting benefit for Mt Victoria residents for the

negative impacts of additional vehicles parking in the neighbourhood. While it's true that rates are decreased as a result of the additional parking revenues, it's also true that *all* rates are decreased – in other words, the costs are borne by a small group (Mt Victoria residents) but the benefits are spread across the much larger group of Wellington ratepayers. This is clearly inequitable, and is a good argument for ensuring the price of coupons fully reflects the impact of the excess parking on the local neighbourhood.

Yours Sincerely



Jessica Closson  
President  
Mt Victoria Residents Association  
PO Box 19056  
Courtenay Place  
Wellington  
jessicaclosson@hotmail.com  
ph. 8024333



Please tell us what you think. Wellington City Council would like your feedback on the proposed changes to the Resident and Coupon Parking schemes. You can fill out this submission form and post it back to us by Friday 16 October 2009. Freepost 2199 (No Stamp Required) or on men in the Have Your Say section online at [www.Wellington.govt.nz](http://www.Wellington.govt.nz)

**SUBMISSION NUMBER** **102**

All submissions, including name and contact details are published and made available to elected members and the public. Personal information will also be used for the administration of the consultation process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s) Deborah Last name Burns  
 Street address 49 Upland Rd Kelburn  
 Phone 04 475 71 61 Email burnsdm@xtra.co.nz  
(confidential)

**Do you use a (tick box)**

Residents' Parking Permit     Coupon Exemption Permit     Daily/Monthly Coupon

**I am writing this submission (tick box)**

As an individual     On behalf of an organisation    Name of organisation on behalf of my household

**Would you like to present your submission to the Committee considering the proposal in November?**

Yes     No

**Do you agree with increasing the number of resident-only parks in high pressure areas?**

Yes     No



**Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?**

Yes     No

**Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?**

Yes     No

**Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?**

Yes     No

**Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?**

Yes     No

**Do you think parking fees should change?**

Residents' Parking Permit	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Why? <u>Never been told what this is?</u>
Coupon Exemption Permit	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Why? _____
Daily/Monthly Coupon Permit	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Why? _____

**Please let us know what you consider to be a fair fee for a:**

Residents' Parking Permit: \$ no more than \$120 pa  
 Coupon Exemption Permit: \$ \_\_\_\_\_  
 Daily/Monthly Coupon Permit: \$ \_\_\_\_\_

- Any other comments: Residents permits should be restricted to household units that do not have off street parking (because of topography, building location on site, etc)
- Aerial photos should provide an accurate check for 80% of properties - questions of eligibility beyond this could be established by site visits, if a garage/car park cannot be seen via aerial photo.
  - Council needs to administer the scheme better - I advised last November that a boarder had left my property but was told by you that you had no way of removing her permit. You have mailed her a submission form <sup>(to my address)</sup> so presumably she still has a Kelburn permit for my address even though she moved out 10 months ago!
  - There are therefore 2 issues ① the policy ie units without on site parking only ② administer & check so people don't keep on using permits when they have moved out.
  - Please note as Town planning researcher WCC 1974-1984 I was the person who first proposed residents parking, based on schemes I observed in London.
  - Better provision is needed for tradesmen - my address & parking difficulties are a deterrent to obtaining tradesmen.

FreePost Authority Number 2199

**Absolutely**  
**POSITIVELY**  
ME HEKE KI PŌHĀKE  
WELLINGTON CITY COUNCIL **Wellington**

Free



Resident and Coupon Parking schemes (KCIF02)  
Wellington City Council  
Po Box 2199  
Wellington 6140



Please tell us what you think. Wellington City Council would like your feedback on the proposed changes to the Resident and Coupon Parking schemes. You can fill out this submission form and post it back to us by Friday 16 October 2010 (no stamp required) or comment in the Have Your Say section online at [www.Wellington.govt.nz](http://www.Wellington.govt.nz)

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**SUBMISSION NUMBER 106**

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s) BRIAN LOUISE Last name McARTHUR

Street address 26 Grant Road Thomson

Phone 4984945 Email rbaker@xtra.co.nz

**Do you use a (tick box)**

Residents' Parking Permit     Coupon Exemption Permit     Daily/Monthly Coupon

**I am writing this submission (tick box)**

As an individual     On behalf of an organisation    Name of organisation \_\_\_\_\_

**Would you like to present your submission to the Committee considering the proposal in November?**

Yes     No



**Do you agree with increasing the number of resident-only parks in high pressure areas?**

Yes     No

**Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?**

Yes     No

**Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?**

Yes     No

**Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?**

Yes     No

**Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?**

Yes     No

**Do you think parking fees should change?**

Residents' Parking Permit     Yes     No

Coupon Exemption Permit     Yes     No

Daily/Monthly Coupon Permit     Yes     No

Why? Valuable to properties worth a bit more.  
Why? Not sure what this is.  
Why? Used largely be out of are a commuters as substitute for full commercial parking rates.

**Please let us know what you consider to be a fair fee for a:**

Residents' Parking Permit: \$ 120

Coupon Exemption Permit: \$ 50

Daily/Monthly Coupon Permit: \$ 10 day / 120 month

Any other comments: \_\_\_\_\_

Parking in our area is a  
constraint as most are  
dwellings, are single household,  
2 cars.

Parks get used up by  
out of area commuters who wish  
to arrive early in the morning and  
leave late in the evening  
for a relatively cheap fee.  
This is being used as a cheap  
substitute for commercial parking  
rates in town.

Separate flats in an old house pose  
a particular problem and add to the  
congestion - this should be discouraged.

If we choose to spend \$\$ and give up  
space in/on our property to add a garage  
or parking pad, this adds to the value of our  
property but we should not be penalised by  
street parks.

FreePost Authority Number 2199

**Absolutely**  
**POSITIVELY**  
ME HEKE KI PŌHEKE  
WELLINGTON CITY COUNCIL **Wellington**



Resident and Coupon Parking schemes (KCIF02)  
Wellington City Council  
Po Box 2199  
Wellington 6140

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**SUBMISSION NUMBER**  
**402**

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s) MURRAY Last name PILLAR

Street address 291c TIRAKORI ROAD, THORNHORN

Phone 04 473-3622 Email mpillar@xtra.co.nz

Do you use a (tick box)

Residents' Parking Permit  Coupon Exemption Permit  Daily/ Monthly Coupon

I am writing this submission (tick box)

As an individual  On behalf of an organisation Name of organisation \_\_\_\_\_

Would you like to present your submission to the Committee considering the proposal in November?

Yes  No

Do you agree with increasing the number of resident-only parks in high pressure areas?

Yes  No

Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?

Yes  No

Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?

Yes  No (Agree excludes central city)

Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?

Yes  No

Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?

Yes  No

Do you think parking fees should change?

Residents' Parking Permit  Yes  No

Coupon Exemption Permit  Yes  No

Daily/ Monthly Coupon Permit  Yes  No

Why? Premium paid via rates on higher property prices already.

Why? " " " " " "

Why? To better align with paid parking alternatives

Please let us know what you consider to be a fair fee for a:

Residents' Parking Permit: \$ \_\_\_\_\_

Coupon Exemption Permit: \$ \_\_\_\_\_

Daily/ Monthly Coupon Permit: \$ \_\_\_\_\_

 **ENTERED**

Any other comments: <sup>①</sup> Copy of my 22-7-08 letter re change in designation in Sydney St West attached. No feedback to date! An opportunity for a high pressure area change in policy per residents' request to be seen in action.

② More stringent policing of residents parking applications. Why not cross-check to electoral roll on top of other checks. I see blatant examples of cars using Thorndon residents stickers who do not live in the area.

③ An education programme to remind that residents permits are for those spaces and do not override p60/120 areas

④ Without sufficient residents parking areas we are penalised for parking that most other suburbs take for granted. Not encouraging of parking at home and using public transport, walking, etc.

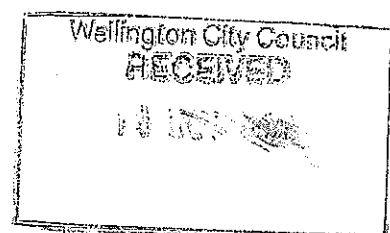
⑤ Should there be zoned sectors within each suburbs residents parking. Thorndon north, central, south with allocations appropriately distributed.

⑥ District Plan allows for mixed use. Residential building in suburban centres with no requirement for off-street parking. Why? Penalises existing users with more vehicles into the existing spaces.

FreePost Authority Number 2199



Resident and Coupon Parking schemes (KCIF02)  
Wellington City Council  
Po Box 2199  
Wellington 6140



MURRAY PILLAR  
291 C TINAKORI ROAD, THORNDON,  
WELLINGTON 6011

TELEPHONE 04-473-3622

22 July 2008

Wellington City Council  
P O Box 2199  
WELLINGTON

Attention: Lynda George  
Transport Network Operations

Dear Lynda George,

PROPOSAL TO CHANGE PARKING DESIGNATION ON PART OF SYDNEY STREET WEST,  
THORNDON

I am applying to have parts of the eastern side of Sydney Street West, Thorndon, as shown below, that are currently designated as coupon parking changed to a dual resident's and P120 zone.

Sydney Street West is a no exit street and as such there is no reason or need for vehicles other than residents or visitors to be using it. Reduced traffic flow would also make the street safer as it is crossed by many pedestrians walking from Tinakori Road via Ascot Street to Bowen Street.

In the early morning residents are subjected to cars driving down, often at speed, finding no where to park in the coupon parking, doing a turnaround at the end of the street and then driving all the way out again.

Visitors during the working day have nowhere to park because coupon parking, by its nature, is not short term. Parking on nearby Tinakori Road is restricted to P60.

Residents going out in the early morning often return to find the resident's parking filled with cars which are displaying resident's stickers, the drivers of which don't live in any of the nearby streets and are never to be found parked in the area at night or at the weekend.

Monitoring of the above coupon areas at night and at the weekend shows they are already well used by local resident's cars, leaving few spaces unused.

I have attached signatures and addresses of neighbours, who having been approached in the short time available to make this submission, are supportive of the change and this letter being sent to council.

If this designation change is approved could I suggest a sign at the entrance to Sydney Street West is installed which states that parking beyond that point is either Residents or P120.

Please acknowledge this letter and keep me informed of its progress through the system.

With thanks,

Yours faithfully,



Murray Pillar

cc: Lambton Ward Councillors – McKinnon, Cook and Pannett

15/10/09:  
Map and supportive  
signatures not attached  
to this copy - can be  
made available.



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Please tell us what you think. Wellington City Council would like your feedback on the proposed changes to the Resident and Coupon Parking schemes. You can fill out this submission form and post it back to us by Friday 16 October 2009. Freepost 2199 (no stamp required) or comment in the Have Your Say section online at [www.Wellington.govt.nz](http://www.Wellington.govt.nz)

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**SUBMISSION NUMBER 378**

Mr / Mrs / Miss / Ms / Dr (circle which applies)

First name(s) ROSALEEN Last name TAYLOR

Street address 30 CLIFTON TERRACE, WELLINGTON

Phone 04 938 0682 Email rosaleen.taylor@johnsalmond.co.nz

**Do you use a (tick box)**

Residents' Parking Permit  Coupon Exemption Permit  Daily/Monthly Coupon

**I am writing this submission (tick box)**

As an individual  On behalf of an organisation Name of organisation \_\_\_\_\_

**Would you like to present your submission to the Committee considering the proposal in November?**

Yes  No

**Do you agree with increasing the number of resident-only parks in high pressure areas?**

Yes  No

**Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?**

Yes  No

**Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?**

Yes  No

**Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?**

Yes  No Unsure, probably not

**Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?**

Yes  No

**Do you think parking fees should change?**

Residents' Parking Permit  Yes  No

Coupon Exemption Permit  Yes  No

Daily/Monthly Coupon Permit  Yes  No

**Please let us know what you consider to be a fair fee for a:**

Residents' Parking Permit: \$ \_\_\_\_\_

Coupon Exemption Permit: \$ \_\_\_\_\_

Daily/Monthly Coupon Permit: \$ At least \$20 per day

Why? Already sufficiently expensive

Why? " " "

Why? Allows cheap all-day parking near CBD which encourages commuters to use cars

 **ENTERED**





## SUBMISSIONS ON RESIDENT AND COUPON PARKING SCHEMES IN WELLINGTON

I am making these submissions as an individual. My husband and I have lived in Clifton Terrace since 1982. In those days there was no residents' parking and as I left to take my child to kindergarten, there being no kindergarten within walking distance, a car was lining up to take my parking place and I would have no park for the rest of the day. The institution of residents' parking permits has been a definite improvement. We have also put in a garage under our house at our expense.

### Coupon Parking

The council brochure states that the coupon parking scheme was introduced to limit the growth in commuter traffic and to encourage the use of public transport, walking and cycling. This seems to me to be an unrealistic statement. The coupon scheme provides cheap all day parking close to the city. How can that limit the growth in commuter traffic? How does it encourage the use of public transport or walking or cycling? The result of coupon parking in Clifton Terrace where I live has been that all the coupon parks are filled before 8 am and the same vehicles remain parked there all day. In Aurora Terrace which is the closest metered parking area to Clifton Terrace, parking costs \$4 per hour. In the Clifton Terrace car park it costs \$3 per hour and getting a park is difficult during the day. Recently I saw a car parked in the coupon parking area for a whole week day and night with 5 coupons displayed on the window. This person was able to park for that length of time for \$25 whereas if he or she had parked at a meter that amount would have paid for only just over 6 hours.

In my view the cost of a parking coupon needs to rise substantially if the purpose is genuinely to limit the growth of commuter traffic. In Clifton Terrace the number of coupon parking spaces in relation to the residents' parking spaces is too high and should be reduced. It is common to see cars parked on the footpath in Clifton Terrace and some of those belong to residents who have a parking permit but are unable to find a space.

### Residents Parking

The council brochure states that the purpose of the residents parking scheme is to provide parking spaces for residents in areas dominated by commuters and institutions. It further states that its policy supports giving priority to residents over commuters in inner residential areas. I support the proposal that there be an increase of resident parking spaces at the expense of coupon parking in Clifton Terrace. I have counted the available parks in the street and it shows that the coupon parks greatly outnumber the residents' parks.

### Details

There is almost no parking on the left side of Clifton Terrace (approaching from Everton Terrace).

Right side: On the right hand side from the Everton Terrace end there are 9 residents' parks and no other parking. Both sides of the road have double yellow lines at various places up to the Clifton Terrace School. Outside the school there are 3 parks labelled as 5 minute parks during designated hours in school terms and obviously designed to allow parents to pick up children. At other times these are 120 minute parks. Beyond the school there are 5 residents' parks and then coupon parking all the way to the intersection with Aurora Terrace. The coupon parking consists of 18 parks. In San Sebastian Road which runs off Clifton Terrace there are 11 coupon parks. I am not aware of any on street residents' parks in San Sebastian road.

Left side: On the left hand side opposite the school there are 3 coupon parks.

This makes a total of 21 coupon parks in Clifton Terrace and 11 in San Sebastian Road.

In the same area there are 14 residents' parks.

Over the last few years the school has developed the open ground opposite it as a car park. It issues its own permits and in the last year put up a sign prohibiting parking at all on this area. It circulated a notice to residents saying that the parking ban would be enforced 24 hours a day 7 days a week whether the school was in session or not.

Recommendations:

I propose that the number of coupon parks in Clifton Terrace and San Sebastian Road be reduced. The ratio now with residents' parks is 14 to 32. This should be at least 50/50 as is suggested in the brochure.

I also suggest that the 5 minute parks outside the school are no longer necessary as the school has its own parking. (It also has 2 off street parks). The time limit on those parks could possibly be reduced to make them genuine short stay ones for visitors.

The provision of 3 coupon parks on the left side opposite the school should be reviewed. The road is very narrow there and with parking on both sides it would be impossible to get a fire engine through. The rubbish truck has some difficulty. Moreover there is a marked fire plug under the coupon parking. If any parking is to be provided there it should be short stay.

#### Co-relation between off street parking and number of residents' permits

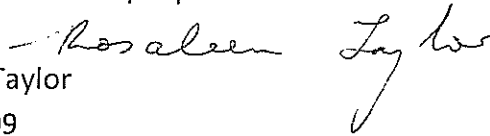
I do not accept that the number of residents' parking permits a person is eligible for should simply relate to the number of off street parks on the property. A number of people like us, have added off street parking to their properties at considerable expense. This increases the valuation of the house which then leads to an increase in rates paid. Inner city properties already pay high rates. Although it is true that considered on a per day basis a residents' parking permit is not expensive, the comparison should not be with coupon parks. People using a coupon park do not by definition live in the neighbourhood. They park there to do some business in the city or to visit. Also by definition the holder of a resident's permit does live on

that street. The comparison should be with those who are not charged at all for parking outside their own house. When we expect visitors to our house such as our daughter who has several young children, we attempt to get a park on the street so that she can use the drive way. This is made more difficult by the fact that in Clifton Terrace the bulk of the parking is at the other end of the street where there are no houses. From time to time cars are broken into in that area so the parking is not particularly satisfactory.

Permit fees

I do not agree that the current price of a resident's parking permit or a coupon exemption permit is too low. See the point made above about comparison with those who have free parking. I am unclear as to what is meant in the brochure about other ways of valuing a resident's parking space such as market rental based on land value. Is this based on the land value of the resident's property? What is the "market rental" for a parking space in the open? I am unsure of the current market price of renting a garage in our area, but suspect it is higher than \$7 per day. Of the options suggested in the brochure I would support a graduated pricing scheme so that it was more expensive to park close to the CBD (for coupon parkers) and perhaps the status quo plus Consumer Price Index increase.

Rosaleen Taylor  
15/10/2009





# Living Streets Aotearoa



## Submission from Living Streets Wellington on Resident and Coupon Parking Schemes

Contact person: Ellen Blake

Email: ellebla@paradise.net.nz

Phone 021 106 7139

Date: 15 October 2009

### About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

**Wellington** is the local walking action group based in this area which is working to make city and suburban centres in the region more walking-friendly.

For more information, please see: [www.livingstreets.org.nz](http://www.livingstreets.org.nz)

## Submission

We support Councils resolve to address parking issues as they are of major concern to pedestrians. Parking is a key element in the total transport system and should be reviewed as such. We support the use of coupon parking to limit growth of commuter traffic and encourage public transport, walking and cycling.

Council should continue with the trial of car-share arrangements to reduce perceived needs for individual car ownership and therefore parking.

Pedestrians want a safe and pleasant part of the public roadway to walk along free from vehicles, i.e the footpath. This means that all vehicles should either be parked legally on the road or completely off the footpath as provided in existing legislation.

Resident parking on private land should be able to accommodate the entire vehicle which should be a condition of creating off street parking.

Parking on roadways should not interfere with public transport and if it does should be removed, i.e. Pirie Street near bus tunnel should only allow parking on one side of road.

We support Councils intention to address some of the fundamental principals of use of public space and it is essential to articulate the philosophy underlying parking allocations. We support limiting the number of resident parks available per household.

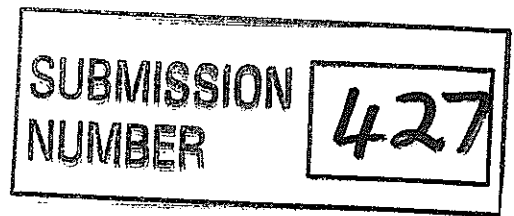
### Costs

If the purpose of controlling parking in these areas is to limit demand from car owners then costs should reflect these factors:

- coupon parking costs should be more expensive than public transport fares
- coupon parking costs should be comparable to parking in town. The current \$5 day is much cheaper.
- resident parking coupons should be restricted to one per household at a nominal cost.

Resident and Coupon Parking Schemes Submission

Jenny Bentley  
Director Facilities Management  
Victoria University of Wellington  
Kelburn Pde  
Ph: 463 5142  
jenny.bentley@vuw.ac.nz



**Do you use a (tick box)**

Residents' Parking Permit  Coupon Exemption Permit  Daily /Monthly Coupon

**I am writing this submission (tick box)**

On behalf of an organisation: Victoria University of Wellington

**Would you like to present your submission to the Committee considering the proposal in November?**

Yes

**Do you agree with increasing the number of resident-only parks in high pressure areas?**

No – refer to comments below

**Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?**

N/A

**Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?**

N/A

**Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?**

N/A

**Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?**

N/A

**Do you think parking fees should change?**

Residents' Parking Permit: N/A

Coupon Exemption Permit: N/A

Daily /Monthly Coupon Permit: Yes – refer to comments below

**Please let us know what you consider to be a fair fee for a:**

Residents' Parking Permit: \$N/A

Coupon Exemption Permit: \$N/A

Daily /Monthly Coupon Permit: \$7/day



### **Any other comments:**

The staff and students of the University are users of the Council's on-street parking - primarily coupon parking and some resident parking.

Of the four campuses, only Kelburn campus presents challenges for street parking. Karori campus has sufficient off-street parking (which has been kept free, so as not to create congestion with the parks on the street). Te Aro and Pipitea campus have limited on campus parking, but the surrounding CBD parking options can accommodate any additional demand.

At Kelburn there is currently greater demand for carparking, than there are parking spaces available. Thus some staff, students and visitors choose to park on the streets around the University.

#### *University generated usage of on-street parking:*

- Only around the Kelburn campus
- Most demand is only during term-time (24 weeks per year, Monday - Friday)
- Staff and student demand for parking exceeds on-campus supply by approximately 580 vehicles per day, which in turn places demand on street parking.
- Within fifteen minutes walk of the centre of Kelburn campus there are 1,488 on-street parks: 149 short stay parks (P5, P10, P30 or P60), 118 long stay parks (P120), 727 coupon parks and 494 resident parks.

*"Do you agree with increasing the number of resident-only parks in high pressure areas?"*

No indication is provided of where the 'high pressure areas' are. Assuming Kelburn falls into this category, then increasing the number of resident-only parks will obviously decrease the supply of on-street parks available to University users.

Commuting forms the largest part of the University's carbon footprint and we are actively working to reduce it – an objective shared by the Wellington City Council.

The University has developed a travel plan to encourage the use of sustainable transport modes for commuting to and from University. This has included increasing the cost of parking on campus, working with Greater Wellington Regional Council and NZ Bus to develop more reliable and more frequent bus services, upgrading cycling and walking facilities and the imminent introduction of a car pooling scheme.

Despite actively discouraging people to drive and park, currently the alternatives to driving may be either non-existent or highly impractical for some commuters. The alternative options would need to be significantly improved before they become viable options for more travellers.

If WCC were to convert the current coupon parking to resident parking it will force drivers to park further away from the University, thus simply moving the problem and creating an inconvenience to the drivers.

*Weir House Resident Parking*



The University would like to raise an additional point not covered in the submission form. Currently residents in Weir House (a 313-bed student hostel in Gladstone Tce) are ineligible for resident permits as a result of a recent change to the Council's interpretation of eligibility specifically for Weir House. It is understandable that the Council would not want to make resident parking permits available to all 313 residents; however it would be reasonable to allow a maximum of say 5 permits to be issued. We request that the Council review its interpretation of eligibility on this matter.



SUBMISSION  
NUMBER

141

**Joelene Noble**

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**From:** mail2phil@gmail.com  
**Sent:** Sunday, 20 September 2009 11:27 a.m.  
**To:** Joelene Noble  
**Subject:** Resident and Coupon Parking Schemes

The following details have been submitted from the Resident and Coupon Parking Schemes form on the www.Wellington.govt.nz website:

First Name: Philip  
Last Name: Verstraaten  
Street Address: 6 Bank Road  
Suburb: Northland  
City: Wellington  
Phone: 021-545524  
Email: mail2phil@gmail.com



I would like to make an oral submission: Yes

I am making this submission: as an individual

Do you use a: Residents' Parking Permit

Increase number of resident-only parks in high pressure areas: Yes

Agree with proposed guidelines to evaluate requests: Yes

Restrict parking to properties in residential zones: Yes

Eligibility should be subject to number of off-street parks: Yes

Reduce maximum allowance of resident permits: Yes

Change fee for Residents' Parking Permit: Yes

Why (Residents' Parking Permit): Where a resident has no option (no off street) for parking, a dwelling should get 1 residential permit for free. In our case we have absolutely no option then to park on the street.

Change fee for Coupon Exemption Permit: Yes

Why (Coupon Exemption Permit): These are visitors and should pay similar to the City. A lower charge for early bird and full day but higher for casual - using a coupon model.

Change fee for Daily / Monthly Coupon Permit: Yes

Why (Daily / Monthly Coupon Permit): As visitors, a higher charge should be OK, simialr to say a \$10 daily charge for early birds, with some discount for monthly.

Fair fee for Residents' Parking Permit: 0 for 1 car, 5 for second

Fair fee for Coupon Exemption Permit: 10 per day

Fair fee for Daily / Monthly Coupon Permit: 200 per month

Comments: Higher charges but zero rate for people with no option for 1 car.

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10/1/04

Mandatory fields ~  
**SUBMISSION NUMBER** **400**

First Name: Geoff  
Last Name: Palmer  
Street Address: 17 Moir Street  
Suburb: Mt Victoria  
City: Wellington  
Phone: 384 3173  
Email: moirst@openware.co.nz

I would like to make an oral submission to the Committee considering the proposal in November.

(If yes, provide a phone number above, so that a submission time can be arranged.)

- Yes  
 No

I am making this submission / giving this feedback:

- as an individual  
 on behalf of an organisation  
Organisation Name:  
Moir St Residents

**Questions / Comments**

Q. Do you use any of the following?

- Residents' Parking Permit  
 Coupon Exemption Permit  
 Daily / Monthly Coupon

Q. Do you agree with increasing the number of resident-only parks in high pressure areas?

- Yes  
 No

Q. Do you agree with the proposed guidelines to evaluate requests for new or extended resident parking areas?

 **ENTERED**

- Yes
- No

Q. Do you agree that resident parking should be restricted to properties in residential zones (ie excludes suburban business and shopping areas and central city)?

- Yes
- No

Q. Do you agree that the eligibility for a new Residents' Parking Permit should be subject to the number of off-street parks on the property?

- Yes
- No

Q. Do you agree with reducing the maximum allowance of resident permits from two per household unit to one per unit for multi-unit dwellings?

- Yes
- No

Q. Do you think parking fees should change?

**Residents' Parking Permit:**

- Yes
- No

Why?

See below

**Coupon Exemption Permit:**

- Yes
- No

Why?

See below

**Daily / Monthly Coupon Permit:**

Yes

No

Why?

See below

Q. What do you consider to be a fair fee for the following?

Residents' Parking Permit:

\$

Coupon Exemption Permit:

\$

Daily / Monthly Coupon Permit:

\$ 7.5

Q. Other comments:

See attached

Send

Clear

**Moir St Residents Comments:**

Introduction

1. Thank you for the opportunity to comment on the proposed changes to the resident and coupon parking schemes. We would be interested in providing more detail if any part of this submission is unclear and welcome the opportunity to take part in any future resident interest group forums related to the subject of parking, traffic or town planning in the Mt Victoria area.
2. This submission is made on behalf of residents who live on Moir St, Mt Victoria. Due to the time constraints of the submission period, it is not necessarily representative of the views of all residents. However it has been drafted through discussion between a number of the residents of our street and circulated for comment. It is therefore held as generally representative of resident's views from Moir St.

#### Moir St

3. Moir St is a traditional Mt Victoria street dominated by 19<sup>th</sup> century dwellings. It borders the commercial area of Wellington City, including a large number of community facilities. There are also a number of commercial back packers in the vicinity and other businesses meaning that there is constant demand for car parking spaces 24/7.
4. Moir St is an area of high parking demand. In total we have some:
  - 32 household units
  - 22 off street car parks
  - 17 marked on street residents only car parks
  - 4 unmarked on street parking spaces with no parking enforcement
5. Moir St is a narrow single laned road with cars parked on one side. The road dips at the far end. It is often impossible to turn a vehicle meaning that vehicles often reverse down the street. When they come from the far end they are unable to see pedestrians, especially children. There has been a number of near misses of pedestrians as a result.
6. Moir St has at least five families with pre-school children and is regularly visited by grand-children of other residents. There are some 12 children who live on the street.
7. Moir St is also used as a well trafficked pedestrian and cycle route between Brougham St and Hania St

#### Submission

8. Moir St residents strongly support residents parking and coupon parking schemes and generally support the proposed changes as indicated in the consultation document and the tick box pro-forma above.
9. However, in addition, we would make the following comments in relation to Moir St and to the residents and coupon parking scheme:
  - Enforcement: this is sporadic. As a result vehicles without a coupon exemption or residents permit can often park in one of these areas for days without a ticket. While we do not wish to see people who stop off for 10 minutes being ticketed there is a need to improve the enforcement in order for the scheme to work effectively.
  - Marking: on our street, there are 17 marked on street residents parking spaces. However, a further 4 are unmarked and unenforced. These unmarked spaces are usually filled with cars that do not have an exemption permit. Our street needs to be remarked as part of this scheme with these spaces becoming coupon spaces.
10. We would make the following comments in relation to the wider Mt Victoria residents and coupon parking scheme
  - Income:
    - While we do not have detailed breakdown of figures, we understand that the wider residents and coupon parking scheme across the city generates approximately \$1.7m / year in profit. This is generated through a variety of means.
    - Council sells some 275,000 daily coupon parks at \$5 each = \$1.375m / year



- We understand that in Mt Victoria there are some 1235 residents permits and coupon exemptions 347 coupon exemptions = approx income of \$130k / year
- Income is also derived from enforcement action
- Use of income: it is unclear whether any of the income derived from the activities listed above are directly spent in the Mt Victoria area on related activities.
- Our submission is that income generated from the residents parking scheme (including permits, exemptions and daily coupons) should be invested in traffic management measures, including the matters listed below. The reason for this is that this income is being derived from the local area and therefore should be spent back in the local area to help mitigate the impacts of traffic which arise from the close proximity to the CBD and dense residential population. There is not any other obvious way for these works to be funded (including the Safer Streets program which has very limited budget and is unlikely to make any difference in the Mt Victoria area for many years to come):
  - 40 kmph zone for the whole of Mt Victoria
  - Specific lower speed limits and sign-posting for particularly narrow streets such as Moir St. This should be 10kmph max
  - Intersection, cycleway and pedestrian improvement on key roads and intersections such as: Hania St (cycleway), intersection of Pirie St and Kent Tce (close to through traffic), and intersection of Brougham St and Pirie St
  - Other works developed and planned for as part of a comprehensive traffic calming scheme for Mt Victoria

11. On the basis of the submission above, we would in principle support increases to the cost of residents parking permits, coupon exemptions and coupons **provided that** income was directed into traffic calming measures in the Mt Victoria area.

We would suggest potential increases as per below:

- Residents permit increase from \$90 to \$100
- Coupon exemptions increase from \$50 to \$75
- Daily coupon parking increase from \$5 to \$7.50

12. We would welcome the opportunity to speak in support of this submission

