

Appendix 4

Responses to Submissions on Draft Parking Policy

A brief response is provided for key points made by each submitter. Suggestions have been incorporated into the Policy and Implementation Plan as appropriate and this has been referenced.

Sub No.	Points raised in submission	Officer Response
1	New Zealand Automobile Association (Wellington District)	
1	The draft policy document has many general statements and priorities, but is light on specific details. Consequently, the AA Council is unable at this stage to state whether we are in favour of the proposed principles or priorities but we look forward to being consulted when a more detailed policy is issued for comment.	Council will be undertaking further consultation as work on implementing the Policy develops.
1	Overall, we do not see need for any significant changes to parking policies for Suburban Centres and Residential Areas-On Street	Noted.
1	There should not be any reduction in parking spaces in the Wellington CBD and surrounding suburbs. Many residents who do not live in the CBD have to use their vehicle to come into the city at nights/weekends due to no or limited public transport	Noted.
1	Pay and Display maximum time limit is currently 120 minutes. We consider that only allowing 60 min in very busy areas of the city such as Featherston St, Lambton Quay, The Terrace etc would allow a more effective use of parking space. Many other cities e.g. Lower Hutt and Palmerston North have 60 minute limits in their CBD's.	This is a matter for the implementation phase of the Policy. See Implementation Plan Activity 3.
1	Tickets need to clearly display the "end time" of the customer parking limit - as this is often confusing with drivers not sure when their limit is up.	This is a matter for the implementation phase of the Policy. See Implementation Plan Activity 3.
1	Commercial vehicles offloading on main streets often hold up traffic. They should have "no offloading" during busy peak times.	This is a matter for the implementation phase of the Policy. See Implementation Plan Activity 3.
1	Taxi's are often seen clogging up pay and display parks when taxi ranks are full. If Taxis fill parking spaces they should pay for the space used.	This is a matter for the implementation phase of the Policy. See Implementation Plan Activity 3.
1	We disagree that Taxi stand should not be located in the Golden Mile. Taxis need to be in highly visible safe places, not in dark side streets	A key consideration of the location of taxi stands will be that they can be managed so they provide effective service without causing congestion. See Implementation Plan Activity 3.

Appendix 4

1	<p>For the 15minute free parking zones, AA Council felt this is not working well for motorists. Finding a 15minute park close to where you plan to go is rarely possible and we feel changing these to a 30 minute paid parking space would be more effective use of the parking space</p>	<p>There are not many very short stay parking spaces. This is a matter for the Implementation phase of the Policy.</p> <p>See Implementation Plan Activity 3</p>
1	<p>AA Council discussed the current lack of street parking spaces in the inner city at weekends and evenings. Due to this shortage, many members now park (and pay) in parking buildings at these times. In the circumstances the Council would support a proposal to have nightly and weekend charges, and feel \$1.00 per hour would be acceptable with around a 4 hour limit in the evening. We suggest the current 2 hour limit should still apply during the day on Saturday and Sunday at the reduced rate of \$1 per hour.</p> <p>AA Council has a concern that street parking between the hours of 6pm - 8am is often being used from apartment residents, and feel a night/weekly charge will prevent this from happening.</p>	<p>There are no plans to charge at evenings or weekends.</p>
1	<p>AA Council also feels it is very important to have access to the City and feel a real effort needs to be made for some arrangement to use the public & private parking buildings at nights and weekends, as AA Councillors notice these are often empty and the public finds it hard to find parking at nights/weekends</p>	<p>Council plans to enhance its facilitator role to optimise parking spaces in the city.</p> <p>See Implementation Plan Activity 6.</p>
1	<p>Some large cities (eg Christchurch) have display signs on main roads at the start of the CBD advising motorists how many parks are available at what parking buildings, AA Council feel this is a fantastic idea for Wellington.</p>	<p>Council is planning to investigate the feasibility of doing this, in partnership with car parking operators.</p> <p>See Implementation Plan Activity 10.</p>
1	<p>The AA Council considers that the current policy of not requiring parking places for new apartments or conversions should be revoked and replaced with the requirement for each apartment to have a minimum of one parking space in the building. The reason for this is that cars can be purchased for as little as \$500 meaning that (for example) many students own cars.</p> <p>With no mandatory parking provided in recent apartment buildings many vehicles inevitably end up on City streets depriving visitors of parking spaces.</p>	<p>Noted. The current District Plan policy will remain. However, there will be on-going monitoring and investigation.</p>
1	<p>We do not accept policy direction 6.1.1 (b) which states "Pricing for metered parking should be set and adjusted as necessary to achieve 15% vacancy in parking spaces." The table of vacancy rates in Tabled 2 of the Bullen report shows that Lambton Quay and The Terrace never have a 15% vacancy rate on any day of the week. The hourly rate of \$4.00 charged in Wellington is almost as high as the \$4.40 charged in central Sydney. The AA Council considers that the 15% vacancy rate is unachievable</p>	<p>Noted. The on-street system is possibly too complex to have a blanket target averaged out across all locations.</p> <p>Please see Parking Policy 6.1.1 g.</p> <p>There are no plans to change the hourly rate of \$4 per hour.</p>

Appendix 4

	in busy streets and that the hourly rate during the day should remain at \$4.00.	
2	Individual	
2	<p>I understand that there is a proposal to reduce the maximum time allowed to park in a streetside park in Wellington from 2 hours to 1.5 hours. As a parent of a child who uses a wheelchair for long distance mobility, I urge that such a reduction does not apply to mobility card holders. It takes us a lot longer to:</p> <ul style="list-style-type: none"> • get in/out of the car • do what we've come to the CBD to do (by the time we deal with access problems to many buildings, finding and waiting for lifts, finding and using suitable toilets, and generally getting around). 	There are no plans to change the 2 hour limit
2	The 2 hour time limit is barely enough. Using parks further away are not an option for us. We value the fact there are mobility parks throughout the CBD, that are close to where we are going.	Noted. If payment is made for two hours on a P120 space, the Council allows a person displaying a mobility card park for an extra 60 minutes.
2	I suggest the 2 hour limit stays as it is for mobility card holders, or even be increased, whether they are using mobility parks or standard parks. We use standard parks as well, as frequently non-mobility card holders use the mobility parks.	Noted. Parking wardens enforce mobility parking.
3	Individual	
3	Every opportunity should be taken to remove on street parking and provide widened foot paths with street trees on busy central city shopping streets such as Lambton Quay, Willis Street and Courtenay Place. You cant park in front of the shop at a suburban mall so why should there have to be a park at the front of every central city shop.	The Parking Policy aims to balance the various pressures on the roading network. Parking spaces will only be taken out of the system when all other priorities have been considered.
4	Individual	
4	From your policy: Parking spaces for motorbikes will continue to be provided in appropriate locations. This statement gives me the impression that motorbike and scooter parking is of a very low priority to WCC. The numbers of bike and scooter users are increasing. We are already running out of motorbike parking spaces. I would like to see much more emphasis on providing parks for two-wheels and make Wellington a safer and more pleasant city to be in and add more of that uniqueness visitors like about us.	<p>Council will consider motorcycle parking as part of the implementation phase of the Policy.</p> <p>There are no plans to start to charge for motorcycle parking.</p> <p>See Implementation Plan Activity 3.</p>
4	Overall I get the impression that your draft parking policy that four-wheels (cars, utes, vans, 4WD) are still a high priority in the city. While they are sometimes necessary for private use, I would like to see much more positive encouragement to those who do use alternative transport and increase those numbers by making it safer for bikes on the roads, increasing the number of motorbike parks, charge more for parking private large vehicles with one passenger. We need to consider our environmental responsibilities, reduce traffic congestion, pedestrian	Council is actively planning to increase bus priority, walking and cycling in the city. Council will also look at providing smaller parking spaces for smaller cars.

Appendix 4

	safety and road damage and encourage people to look at other transport, where possible. Why aren't people positively encouraged to walk, cycle, scooter, motorbike, public transport or car share?	
5	Individual	
5	I am concerned that there is consideration given to the pricing of motorcycle parking. Given that it is free at the moment, then this can only mean consideration is being given to charging for motorcycle parks. I strongly oppose any such change	There are no plans to start to charge for motorcycle parking.
5	It is important that efficient movement of vehicles, particularly public transport be developed throughout the city. Note, however that motorcycles, bicycles and taxis can use some bus lanes, but not others. Apart from the fact that this is not well known, it is also difficult to differentiate between bus lanes and bus-only lanes. I suggest that bus lanes (those that can be used by motorcycles, bicycles and taxis) be coloured green as at present, while those that can only be used by buses be coloured red.	<p>Bus lane identification will be clarified as the Council develops it's Bus Priority programme.</p> <p>Bus lanes allow motorcycles, cycles and emergency vehicles to use them and are marked accordingly. Bus lanes marked 'Bus Lane Only' denote areas that are for the exclusive use of buses, primarily for safety reasons.</p>
5	Maintaining a turnover of vehicles parked in the CBD is positive for retailing. However I constantly see taxi cabs using metered parking. The excuse used for not being able to enforce this abuse is that they see the warden coming and then quickly put 20c in a meter. I suggest that a by-law be introduced so that taxis may not use metered parking at any time while their company light box is affixed to the roof. This allows the taxi to use parking when it is not in service simply by removing the light box. It may be necessary to increase the amount of parking for taxis, however I leave that assessment to council.	<p>Noted. Management of taxis will be dealt with as part of the implementation of the Policy.</p> <p>See Implementation Plan Activity 3.</p>
6	Individual	
6	Wellington has a difficult topography & therefore narrow suburban streets - proper parking planning is essential	Noted.
6	There is a short statement that motorcycle parking will continue. I believe this should be more positive and state 'will be increased'. Motorcycles assist to reduce congestion during peak hours, emit less emissions and are generally better for the environment	<p>Council will consider motorcycle parking as part of the implementation of the Policy.</p> <p>There are no plans to start to charge for motorcycle parking.</p> <p>See Implementation Plan Activity 3.</p>
6	Suburban centres seem to be sadly lacking in any provision for motorcycle or scooter parking. Again the benefits of this form of transport should be supported by encouraging their use	<p>Noted.</p> <p>See Implementation Plan Activity 12.</p>
6	Consideration could be given to formally allowing motorcycle parking in awkward corners of off street parking buildings and off street areas.	Noted. The majority of off-street parking buildings are privately owned, meaning that Council has limited ability to influence use of these buildings.
7	Individual	
7	Please ensure that cyclists are also provided for with	To be addressed during the development of

Appendix 4

	facilities to store and park bicycles ensure bus lanes are not clogged with parked cars so cyclists can use the lanes effectively.	the Cycle Plan.
8	Individual	
8	Something needs to be done. Too many residences and workplaces that don't provide parking. With infill housing policy about to be formalised, parking provisions must be included.	Links between Infill Housing and parking are recognised. See Implementation Plan Activity 7.
8	The pressure on on-street parking in the University areas is already high. I would like to see more residential-only parking.	This will be considered as part of implementing the Policy. See Implementation Plan Activity 2.
	I would like the Council to confirm that students in hostels do not qualify for residential parking exemptions, particularly in the light of the operators of university hostels deny the car ownership of their student tenants, and hence do not provide parking on-site.	Confirmed. Students in hostels do not qualify for Residents' parking permits.
8	The likely increase in in-fill housing will only make the situation for inner city residential areas worse (parking-wise).	The links between Infill housing and parking are recognised. See Implementation Plan Activity 7.
9	Individual	
9	First, thank you for the opportunity to comment on the draft policy. It is excellent to see the Council taking a strategic approach to the region's transport.	
9	Secondly, let me preface my comments by noting that Wellington is a unique city in that, due to the location of NZ's government, people often don't have a choice about whether or not they live in Wellington because their job doesn't exist anywhere else in the country. Therefore, although it is great to have a vision of the city's 'lifestyle', there will be many people who may not share it that will be forced to live it anyway. I hope the plan will be implemented so that it is workable for all residents' situations.	The Policy aims to balance the use of the road and meet strategic needs. These strategic needs have been developed to reflect the make-up of Wellington City's population and the aspirations of the community through the 'Community Outcomes'.
9	In general, it is excellent to encourage people to adopt healthier lifestyles and mitigate environmental impacts.	Noted.
9	I could see the outlined policy being used to 'stick' people into inconveniences that a 'carrot' approach could avoid. For example, if this policy were to encourage walking by removing car parks, then a local in Hataitai would be negatively impacted: Parking is already horrific in many sections of the suburb, because of the geography, and because parking is not so plentiful to begin with. This is particularly because of the lack of garage parking and large number of flatters sharing properties - it's impractical to rely on a stranger's car for basic living needs and so many houses have associated with them three or four cars	Noted. Noted.
9	Walking to the central city is impractical because the bus tunnel is gas-filled and ear-splitting with the traffic noise (honking can be physically painful and	Noted. The Council is developing a Walking Plan that is considering how to improve access and links into the CBD from

Appendix 4

	<p>it's not a speedy walk through, particularly when dodging cyclists sharing the path). The alternative of walking over Mt Victoria is not an alternative in winter, because the paths are muddy and in the evenings it is too dark to see the path (therefore unsafe), and it is not practical in summer for an office worker wearing suit and heels to take on the mini-hike. There is less of an incentive to walk around the central city from Hataiati now that the bus zones have changed so that it costs a whole zone merely to go through the tunnel</p> <p>More effective approach would be to create a lit paved walking path over Mt Victoria or to create a wall through the tunnel; along the passenger walkway to keep away fumes and deaden the traffic noise (or even both).</p>	surrounding suburbs.
9	The plan does not factor in Wellington's weather. Public transport barely copes during clement weather; lack of parking clogs inner city roads with greater numbers of private cars than usual searching for a free space. There needs to be sufficient parking to address this, without making it a cash cow.	Noted.
9	Appropriate parking is required in public places	Noted.
	Sufficient parking is also required in residential areas to prevent stressful and dangerous parking practices	<p>Will be considered as part of implementing the Policy.</p> <p>See Implementation Plan Activity 2 and Activity 9.</p>
9	Parking needs to be convenient to your place of residence, the further away you have to park, the less safe it is, especially at night	<p>This will be considered as part of implementing the Policy.</p> <p>See Implementation Plan Activity 2 and Activity 9.</p>
9	Plan needs to reflect all the challenges of living Wellington (geography, family activities, weather, limited bus routes) before trying to enforce one kind of living on all its residents	Noted.
9	Central Area – plan is appropriate for the Central Are, with laudable objectives. City dwellers are also more likely to embrace the changes. Full marks here.	Noted.
9	Inner residential area - Traffic movement on arterial roads should be a priority no matter what the area. By widening that priority area wide, it makes it impractical for residents to find parking solutions. If you're going to the trouble of finding an expensive parking solution, you would be more likely to use the car to get your money's worth. Priority for traffic flow should be road dependent, not area dependent. Hourly parking charges on any residential road that is not the major arterial is like putting on a speed camera on a roads that has had no crashes for 30	Noted.

Appendix 4

	years - profiteering. If parking on these roads is to be charged for, the current residential parking permit sticker scheme should continue to be utilised	
9	In suburban and residential areas, it is inappropriate to in general give priority is for retail and entertainment. Again, the policy needs to be more discerning and take a road based approach rather than a blanket area approach. It is however sensible to use time limits on commercial roads to manage parking, as using parking charges would be needlessly profiteering. This is a very sensible element of the plan and should be retained.	Noted.
9	The implementation plan is a laundry list of study elements that should be carried out in order to inform an implementation plan. I am supportive of those steps being carried out, but they can only inform an implementation plan, which should then be provided for public comment.	Council will be undertaking further consultation as work on implementing the Policy develops.
10	Individual	
10	I really support the idea of having a central (covered) market, like other big cities outside of NZ. If Wellington did this it would be fantastic, but would need to be in a location that would allow easy access for delivery vehicles, etc. Parking for shoppers could be on top?	Noted.
11	Individual	
11	<p>Priority should be given to moving vehicles. Council is subsidising people who park on street when no fee is paid. The street is not a garage.</p> <p>Council should take a harder line on people who selfishly use cars and who cants or won't use public transport.</p> <p>Fees should apply to all on-street parking.</p> <p>Purpose of City Council should be to encourage public transport investigation, light rail etc.</p>	All points noted.
12	Land Transport New Zealand	
12	<p>The Land Transport management Act (LTMA) requires approved organisations, when preparing a land transport programme to take into account how each activity:</p> <ul style="list-style-type: none"> • Assist economic development • Assists safety and personal security • Improves access and mobility • Protects and promotes public health • Ensure environment sustainability <p>Also must take into account any current national land transport strategy, National Energy Efficiency and Conservation Strategy and any relevant regional land transport strategy.</p> <p>It would be prudent for the Parking Policy to demonstrate how the five objectives of the New</p>	<p>Officers agree and reference to the LTMA has been added to the revised Policy.</p> <p>See Parking Policy Section 5 ii.</p>

Appendix 4

	Zealand transport Strategy are taken into account. It is likely that the policy will encourage activities, such as bus lanes, that will appear in future programmes with an expectation that they will attract national funding.	
12	6.1.1 – it is proposed that taxi ranks be located on local streets in preference to arterial, principal and collector streets and the Golden Mile. Taxis are a key public transport mode and play an important role in cities. Each day more people use taxis than catch the bus in Wellington. To be effective, taxis must be visible and freely available. Taxis like bus stops need to be close to key activities in the Golden Mile	The intention would be to locate taxis close to key activities.
13	Individual	
13	Wellington City has some of the most expensive street parking in the world. Already the excessive parking prices driving shoppers away and clearly you see so many empty spaces on a weekday. Weekend Parking is sensible, being free and brings lot of people into our vibrant city. Put a charge on it and it will end up dead like Auckland weekends. Increasing parking in evenings will also severely constrain our excellent concert and night-life scene.	There are no plans to start charging for weekend or evening parking. Enforcement of time limits on Sundays is proposed to encourage turnover, making a greater number of spaces available.
14	Individual	
14	Sundays should remain a 'no fees payable' day.	There are no plans to start charging for weekend or evening parking. Enforcement of time limits on Sundays is proposed to encourage turnover, making a greater number of spaces available.
14	When a parking fee is paid it should be able to be used on any parking area in the city and not just in the street where the ticket issuing machines is located	Officers are considering this approach as part of the implementation of the Policy. See Implementation Plan Activity 3.
14	There should be more 'free time' available when a very quick drop off or pickup is undertaken.	Noted, but this type of activity is very difficult to enforce.
14	More publicity should be given to the 'in car' devise that enables only the parking used to be charged.	Growth in the use of these devices is approximately 20% per year. Officers will ask contractor to undertake more advertising.
15	Individual	
15	Pricing effective tool for maintaining availability but should not have to relate directly to the cost of supplying and maintaining roads.	Noted, but the maintenance and upgrade of council assets do require continual investment.
15	Parking costs are already too high and hinder the desired outcome of having a vibrant city with a healthy commercial and retail sector.	Council has no plans to change current pricing.
15	Council should be aware of getting carried away with environmental political correctness by allowing too much emphasis on mitigating parkings' contribution to climate change.	Council has agreed to a aspirational vision of becoming carbon neutral. Transport makes a major contribution to the carbon footprint in Wellington, and will need to be addressed in an appropriate manner. See Implementation Plan Activity 5.

Appendix 4

15	Provision for motorcycle parking should be constrained to quality and location of site, not price.	Council will consider motorcycle parking as part of implementation of the Policy. There are no plans to start to charge for motorcycle parking. See Implementation Plan Activity 3.
16	Individual	
	<p>If this is the case I think it is an utterly daft plan. What a great way to increase Wellingtons traffic problems. This will be totally counter productive. The council is trying to get people to use alternative transport and not bring cars into Wellington. These are actual objectives set out by the council. The council wants to alleviate the pressures on the roads, but now they are considering an option that is counter intuitive, not logical and bluntly put not very intelligent.</p> <p>If this proposal is passed and accepted I will go back to using my car as will a lot of other people which will just add to the Wellington traffic woes. I will not use the train system, or find an alternate method (because there are no alternates). Please use your common sense and vote against this proposal. There are many good reasons I can think of why not to further this proposal and only 1 reason I can think of why you would want to further it.</p>	There are no plans to start to charge for motorcycle parking.
	Individual	
17	<p>When one looks around the world, one sees that most traffic management plans include two wheeled motorised transport, it is seen as a way of easing congestion and parking issues. New Zealand traffic management plans seem to ignore this fact, why? Goodness knows. If the words in the subject line of this e-mail are not the insane joke I truly believe it must be, then someone is committing a huge mistake and one can only wonder, why? One could go on about motorcycles, nay any form of two wheeled transport, they use less fuel, less wear and tear on the roads, certainly less than some of the 4 wheel drive monstrosities used by the Khandalla farmers, produce far less noxious gases and of course take up far less space both when in motion and when parked than any 4 wheeled vehicle. It is simple common sense for any intelligent council to encourage the use of this form of transport in city centres and to discourage the use of cars and certainly penalise those 4 wheeled drive petrol guzzlers, as have many European cities, it would be common sense for any intelligent council.</p>	There are no plans to start to charge for motorcycle parking.
	Individual	
18	no fees for motorbike parks, and while youre thinking about them, how about some more parking spaces as theres not enough and more would mean even more bikes and less cars.	There are no plans to start to charge for motorcycle parking.

Appendix 4

	Individual	
19	Please register my displeasure at the suggestion of charging for motorcycle parking. Surely you should be encouraging more motorcyclers in the interests of reducing congestion, not trying to scare them away.	There are no plans to start to charge for motorcycle parking.
	Individual	
20	I feel this would be completely counter productive to Wellington's traffic woes. Free Motorcycle/Scooter parking is to encourage people to leave their cars at home and bring their scooter/bike to town therefore helping with vehicle congestion and pressure on roads and parking. If you charge for Motorcycle/Scooter parking then people like myself will not opt to bring it to town and will use a car instead. As we all know, motorcycles are part of the SOLUTION not the problem.	There are no plans to start to charge for motorcycle parking.
	Individual	
21	Please consider the advantages that motorcycles have on traffic and parking.	This will be considered as part of the implementation phase of Policy. See Implementation Plan Activity 3.
	Individual	
22	Charging motorcycles to park will only encourage more cars to be used for commuting as it would be cheaper to park at the stadium. If charges apply we will use car parks instead of dedicated car parks. I think some protest action will be needed about this, 100 bikes taking up all the parking around WCC building on a busy saturday would look good on the front page of the DomPost and can be easily organised	There are no plans to start to charge for motorcycle parking.
	Individual	
23	<p>Pleas do not make m/c's pay for parking .This is ridiculous.If all the riders decided to take their cars for a fortnight the havoc with more vehicles on the roding inferstructure dramatic.Free parking is one of the reason's people use motorcycles and scooters.As a council you should be promoting m/c's so that we as a city can have reasonable traffic flow, less congestion, fuel savings and less emissions.</p> <p>If you want to do something, make cars have acceleration gauges instead of/or with speedos so that people know how fast or slow to accelerate in between traffic lights so that traffic can flow with less starts and stops thus making huge saving in fuel and reducing congestion.</p>	<p>There are no plans to start to charge for motorcycle parking.</p> <p>Council has no powers to do this.</p>
	Individual	
24	Considering that motorcycles take up little space compared to cars, are more environmentally friendly than cars, and cause less traffic congestion I think charging for motorcycles to park in the city is ludicrous.	There are no plans to start to charge for motorcycle parking.
	Individual	
25	What a crazy notion! Thought were trying to reduce car congestion in the city! Not to mention the	There are no plans to start to charge for motorcycle parking.

Appendix 4

	environmental reasons to use motor bikes ad scooters!	
	Individual	
26	Motorcycles/scooters are part of the SOLUTION to inner city congestion, they are not part of the problem. Please do not even dream of charging motorcyclists/scooterists for parking...idiotic idea!	There are no plans to start to charge for motorcycle parking.
	Individual	
27	Once again we would like to express our disapproval at the intention of Council to introduce parking fees for motorcycles. As motorcyclists, we are more efficient and add less to traffic congestion and feel that this should be taken into consideration - we should not be penalised and more people should be encouraged to ride motorcycles.	There are no plans to start to charge for motorcycle parking.
	Individual	
28	I am a little surprised that in todays world where effort is being made to reduce congestion on the roads, pollution caused by vehicle emissions, & car parking requirements that the council, as elected representatives of the rate payers, is considering introducing a levy to discourage the use of what is a more efficient transportation mechanism. I would have thought that this would be counter productive to Wellingtons traffic woes ? could ofcourse bring in my 1968 Holden gas guzzler to work everyday, which would of course fly in the face of this councils objectives of dissuading drivers from bringing their cars to the city and thus reducing pollution & pressure on the city's roads and parking. Obviously, as a rate payer & voter I would be most interested in understanding how such a levy would assist the council in achieving any of the above initiatives. As such I would be very interested in your response, as obviously I am very keen to ensure that I vote for representatives whose values & vision for the city are aligned with my own.	There are no plans to start to charge for motorcycle parking.
	Individual	
29	I cannot stress enough my distress as hearing that the WCC is considering (for the second time) charging motorcyclists parking fees. There should be more spaces for motorcyclists, not less, and we should be encouraging people to ride motorbikes - has the WCC heard of global warning?	There are no plans to start to charge for motorcycle parking.
	Individual	
30	I cannot believe that the council have nothing better to do than debate whether motorcyle/scooter. Parking should be applicable. Why is it always bikes and their riders that are under scrutiny.	There are no plans to start to charge for motorcycle parking.
	Individual	
31	i hear that the coucil is considering parking fees for motorcycles and scooters PLEASE do we not want to reduce the number of cars into the city? the trains of late have been a joke ! we can fit 4 or 5 bikes in one car park space DO NOT TAKE AWAY THE INSENTIVE TO BRING SMALLER TRANSPORT UNITS INTO THE CITY !!!!	There are no plans to start to charge for motorcycle parking.

Appendix 4

	Individual	
32	HiI would like to make known my displeasure at the thought that you will charge for motorcycle parking. Not a good way to encourage people to leave their cars at home is it ??	There are no plans to start to charge for motorcycle parking.
	Individual	
33	where are we going too display a parking permit on a motorcycle maybe i just take one of the motorcycle next to me so they get the ticket? crazy	There are no plans to start to charge for motorcycle parking.
	Individual	
34	It has been brought to my attention that the Wellington City Council is once again considering imposing a parking fee structure for motorcycles parking within the city. I know this was raised and voted against last year and it would be a concern to see the council try to implement such a short sighted policy espeically when motorcycles actually help alleivate congestion in the city. A motorcycle takes up siginificantly less space both on the road and also in a parking space than a car or 4wd or van does in addition to using less fossil fuels thereby assisting in the reudction of carbon emissions. Is the council suggesting that I stop taking my motorcycle into work and bring my 4wd instead. Please don't suggest I use the buses..lets not even go there right now on that issue. I wish this email to be added to the many I am sure you will recieve on this matter and for my voice as a ratepayer of this city to be heard. TELL THE COUNCIL THIS IDEA IS NOT A GOOD ONE. Just as it wasnt last year nor will it be next year.	There are no plans to start to charge for motorcycle parking.
	Individual	
35	As one can see,news travels fast,the proposed parking charge for motorised two wheelers in Wellington is absurd.As has been stated previously,for each motorcycle/scooter in the city,is one less car,= more room.	There are no plans to start to charge for motorcycle parking.
	Individual	
36	I am writing to object to any proposal to charge motorcyclists for parking in the city. I believe as a city we need to encourage people to find better commuting solutions. Motorcycling is cost effective, reduces space required for parking, and reduces our individual carbon footprint. I simply cannot believe council would consider introducing parking charges for motorcyclists at a time when the public transportation system is all but crumbling. The demands of my work require me to be reliable, and I simply cannot be when placing my faith in this system (I have been burned too many times in the past). I would ultimately like to see council reduce the number of car parks in the inner city, and replace them with motorcycle parks. The more Wellingtonians that ride motorcycles and scooters has to be good, and not only for the environment!	There are no plans to start to charge for motorcycle parking.

Appendix 4

	Individual	
37	<p>s a concerned motorcyclist and sometime visitor to Wellington to visit family I see that the proposal to charge motorcyclists for parking is back on the agenda. this is a counter productive measure as surely you want less cars in Wellington not more. If I had to make a choice regarding riding or driving it would be no contest and would take a bike, but if it costs me the same to park I am likely to think about what I take and contribute to the congestion that already exists.</p>	<p>There are no plans to start to charge for motorcycle parking.</p>
	Individual	
38	<p>Wellington motorcycles advises that once again the issue of motorcycle parking fees is being considered and asked interested motorcyclists to politely express their views. It seems like not long ago that I was doing just that so I am a little disappointed to need to redo the effort but sometimes a worthwhile message needs repeating. My starting assumption is that as city councillors you want to have a positive impact on traffic and parking congestion. As such, I would have thought that encouraging motorcycle and scooter use as a substitute for car use was desirable. If this assumption is incorrect please let me know. Additionally there is the benefit most motorcycles have of considerably less environmental impact. I am aware of an overseas example where the authorities sought to ban motorcycles from moving between lines of traffic. The motorcycling community on mass sat in the traffic rather than moving between lines of traffic and took up so much extra space that gridlock ensued. The planned legal change was promptly dropped. Imagine the effect if all motorcycle users brought their cars into the city on the same day. Both traffic and parking would be unlikely to cope. I have made the assumption that as a high proportion of motorcyclists tend to be more mature and purchase from discretionary income probably have an alternative car available. Rather than seeking to impose a parking charge, traffic and parking congestion would benefit by providing additional free motorcycle parking and increasing bus/cycle/motorcycle lanes. Properly communicated I think even the car drivers might appreciate the benefit to them. Currently most of the designated motorcycle parks are frequently filled, although winter may alleviate this. As a result many motorcycles park “illegally” on footpaths etc. Perhaps on non-main streets with wide footpaths the Melbourne approach of parallel parking on one side of the footpath could be adopted to further encourage motorcyclists without additional cost of providing further motorcycle parks. This approach could be communicated as a progressive thing for Wellington and something that Auckland could learn from. In a recent visit, I observed the vast numbers of cars, stuck in traffic, with just the driver in them. Let’s not get like them. In some overseas</p>	<p>There are no plans to start to charge for motorcycle parking.</p>

Appendix 4

	cities motorcyclists can park in “car” parks on the street without charge. They are required to park perpendicularly so several of them can share the space.	
	Individual	
39	In my relatively short time here my understanding was that we were aiming to reduce the number of cars brought into the city? We see more and more scooters and bike around what with the price of fuel, congestion etc. The council already has an extremely poor attitude to motorcyclists anyway (if I even attempt to park a bike downstairs I am desended upon by Transfield staff with all sorts of threats - have left my car there on occasion with no problem!) and I know of no other city in the world that has done this. Despite going against environmental trends, congestion, etc etc this would be difficult to administer - where does one put the ticket? Easy to steal?? Etc etc A number of my staff avoid the traffic and have taken to this form of transport.	There are no plans to start to charge for motorcycle parking.
	Individual	
40	Any proposal to charge for motorcycle parking in the city should be dismissed as nonsense. When I come into town I can choose to take my car or motorcycle. My car costs me and WCC money in one way or another so I often opt to bring my motorcycle – cheap to run, uses 25% of the parking space of my car, less fuel used, more convenient in so many ways. If I’m to be charged to park I’ll simply opt more often for my car. Should a charging regime for motorcycles eventuate I would expect consistency from WCC in that charges for parking cycles also be introduced. For that matter WCC could also consider charging for stationary baby buggies, dogs tied to lamp posts, and pedestrians that pause.	There are no plans to start to charge for motorcycle parking.
	Individual	
41	Have you actually given this much thought ? Half the reason a lot of people choose to ride a motorcycle into town is because of the convenience of not having to fight to find a carpark. If you make bikes pay, more people will just drive cars instead. If you make bikes pay, we may as well just park in cars allocated for cars. Have a think about this, 500+ extra cars travelling on the already congested roads, 500+ carparks required, 500 more car exhausts spewing gas into the already broken atmosphere. 500 motorcycles parking in spaces allocated for cars, where do you propose the cars park ?	There are no plans to start to charge for motorcycle parking.
	Individual	
42	I am putting my hand up to let you know I think the proposal to charge for motor cycle parking in Wellington is a very poor proposal. I would like you to let it be known to whoever, that I think this will be counter productive to Wellington’s traffic issues. Surely it’s good if more people use motor cycles/scooters as I do? What sort of message will this proposal send to the ratepayers and road users	There are no plans to start to charge for motorcycle parking.

Appendix 4

	of this city? I shall be sending a copy of this to my Councillor as well, so I'm not just picking on you!	
	Individual	
43	The aim of riding my bike was to play a part in the councils strategy to have less cars in the centre of Wellington City. The bike also allows me to assist in the national effort to reduce fuel consumption and unwanted gases into the air. I have been told that Council is considering making motorcyclists pay for parking. It is my opinion that this is a counter productive measure and defeats the Councils own efforts to reduce cars. I wish to make it known that I oppose this initiative and seek your support to vote against the proposal.	There are no plans to start to charge for motorcycle parking.
	Individual	
44	I understand that Wellington City Council is once again raising the spectre of charging motorcyclists to park in the CBD. I can't imagine why Council goes through the same thing year in and year out. Each time this ludicrous suggestion is made, motorcyclists such as myself make it very clear that free parking is a small concession on Council's behalf in relation to the benefits it receives through the reduction in traffic congestion and vehicle emissions, not to mention other little payoffs like reduced wear and tear on road surfaces and freeing up space for those who do need to do business in vans and the like. I'd have thought that Council would be doing all it could to motivate commuters and visitors to the CBD out of their cars. Face it, just about every car you see in Wellington has one person in it. Instead, what happens? Someone decides that because there appears to be more motorcyclists now, it might be a good idea to charge them for parking. Wrong, Council should be looking at opportunities to retain and increase the number of commuters on motorcycles, i.e. maintain the free motorcycle parking policy and increase the number of motorcycle parks. Maybe Council could better spend its time considering issues in relation to motorcycle parking such as the amount and distribution of designated motorcycle parking spaces, not whether to charge for it. In all city centres parking restrictions are often extensive and parking during the day is only possible in designated bays. There are specific issues that Council should consider when locating motorcycle parking, such as the vulnerability of motorcycles being knocked over by passing traffic and the security benefits of being located where people are likely to be passing by on a regular basis. But experience shows that whereas bays for cars are usually spread across the whole area, motorcycle bays tend to be concentrated. A bit of lateral thinking would show it is sometimes possible to provide motorcycle parking facilities in spaces where car parking would not be physically possible. The amount and location of motorcycle parking must be integral to the issues considered by Council in developing its parking strategies for inclusion in its LTCCP. Transport operators may	There are no plans to start to charge for motorcycle parking.

Appendix 4

	<p>also have an interest in the provision of motorcycle parking for facilitating multi-modal journeys, for example at rail stations or park and ride sites.</p> <p>Particular issues are going arise where motorcycle use increases quickly and the demand for motorcycle parking outstrips supply, such as during higher petrol prices or the breakdown of public transportation systems, a relatively frequent experience here. If this happens and it is neglected, the result can be inappropriate parking on footways and elsewhere to the inconvenience of pedestrians and other road users. A case in point is the Grey Street parking. We used to have the entire left-hand side of Grey Street from Featherstone St to Lambton Quay a couple of years ago but, since the installation of the water feature and the redesign for pedestrian use, there's about half the space for an increasing number of bikes, all ridden by people who work in the immediate vicinity. I recall coming in one day to find this space was actually redesignated as a "Loading Zone". Apparently this was a mistake by contractors and was fixed up following a letter to the Mayor, but nevertheless it shows how much we are thought of. On the right hand side of Grey Street the best thing would be to have two disability parks, an extra park designated as a loading zone, and the rest of the car parks removed in favour of motorcycle parking. As it stands there are too many people in cars trying to negotiate such a small, no exit street and all they do is end up blocking things up.</p>	
	Individual	
45	C,mon guys get real, charge a motorcycle for parking ???	There are no plans to start to charge for motorcycle parking.
	Individual	
46	<p>It's come to my attention that the prospect of motorcyclists being charged a daily fee to park in town will be debated shortly.</p> <p>I think this is totally counterproductive. We should be encouraging more people to commute on motorcycles and scooters. If there's no longer an incentive for bikes to park for free in town, then we'll be sure to have more people bringing their cars in and making the traffic and parking problems worse. Bikes take up much less space when parked in town, produce less emissions and allow traffic to flow more freely.</p> <p>I hope both sides of the argument are considered when a decision is made on this issue.</p>	<p>There are no plans to start to charge for motorcycle parking.</p> <p>See Implementation Plan Activity 3.</p>
	Individual	
47	As I and others have previously contended, this is environmentally negative, adds to the traffic problems, and will produce limited revenue.	There are no plans to start to charge for motorcycle parking.
	Individual	
48	This is a completely daft plan and will be counter productive to Wellingtons traffic woes. I believe this to be an utterly ludicrous proposal, which flies in the face of the council's objectives of dissuading	There are no plans to start to charge for motorcycle parking.

Appendix 4

	drivers from bringing their cars to the city and thus reducing pressure on the city's roads and parking.As we all know, motorcycles are part of the solution not the problem.	
	Individual	
49	I would like to express my dismay at this proposal. I currently ride a motorcycle to work, and should I have to pay for parking I would have to bring my car into the city each day further congesting the roads and parking space. Buses are not an option as I live quite far from a bus stop. As a city we should be making every attempt to reduce congestion, pollution and fuel consumption. (We do have an oil crisis after all.) To continue to provide free-of-charge parking for motorcycles will show how Wellington is doing what it can to encourage people to more efficient and cost effective transport.	There are no plans to start to charge for motorcycle parking.
	Individual	
50	Giddy I would like to object to the latest council ideas .If the council is keen on making it hard for motor bikes they would do more good to charge those on two wheels without a motor they are always in the way they don't have to pay registration or warrant of fitness so charge them.	There are no plans to start to charge for motorcycle parking.
	Individual	
51	please do not charge for parking a motorcycle in Wellington, as the space they take up is minimal. Don't you make enough money from car parking? I'm sure your company car has a park, free of charge. Why pick on the little people, who ride efficient motorcycles to work, not congesting the roads. I believe this to be an utterly ludicrous proposal, which flies in the face of the council's objectives of dissuading drivers from bringing their cars to the city and thus reducing pressure on the city's roads and parking. As we all know, motorcycles are part of the solution not the problem.	There are no plans to start to charge for motorcycle parking.
	Individual	
52	I'd like to express concern regarding your plans under discussion to introduce parking fees for motorbikes and scooters. However instead of telling you how much I think you're wrong I'd like to say I think you're looking at it from the wrong angle. We have to do something about Wellington traffic BEFORE it gets as bad as Auckland's. That involves trying to preempt the increase in car volume and all that entails (congestion, lost productivity, emissions causing illness just to name a few). If you're really serious about tackling the issue, stand a chance at getting re-elected, and in fact not be remembered as the administration that failed to do something when they had the chance, start making positive steps, NOW. That involves taking radical steps such as INCREASING the number of FREE bike parks to encourage cleaner and cheaper and less congestion-causing vehicles. Make the city and it's roads more bike friendly, not just to motorbikes and scooters but also to cyclists. Actively discourage people from bringing their cars in, educate the people,	There are no plans to start to charge for motorcycle parking.

Appendix 4

	incentivize them. Don't discourage, penalize and tax those that are attempting to make a wise choice.	
	Individual	
53	I wish to express my displeasure at the possibility of Motorcycles being charged for Parking by the WCC. I ask that this not be given the go ahead when the draft plan is put before council as I believe that Motorcycles are part of the solution to the city's traffic problems and should be given this one small token gesture.	There are no plans to start to charge for motorcycle parking.
	Individual	
54	As a regular motorcyclist the proposal that council will be considering charging for motorbike parking within the city was brought to my attention, with your name as being someone to contact. I would like to voice my argument against such a proposal. With the council's aim to reduce the number of people bring their cars into the city, motorbikes are a viable alternative, they take up less room, ease congestion and also have the wonderful side effect of being cheaper to run, using less petrol, hence better for the environment. Also given Wellington's hilly terrain, they are a good alternative to pushbikes as well. I also think there will be an issue with enforcement of such a proposal, how can a motorcycle prove that a casual park has been paid for? There is no where on a bike where you can display something without the possibility of tampering/theft/or even wind blowing a ticket away. I've had issues with my bike being tampered with when parking around Wellington e.g. mirrors adjusted, switches played with, luckily there isn't too much damage that can be done, however, if people are willing to do that, the removal of a payment voucher well it would happen	There are no plans to start to charge for motorcycle parking.
	Individual	
55	I understand that WCC is considering voting, on the 1 May 2007, regarding charging motorcycles for parking. I think that this flies in the face of the council's and the Ministry for the Environment's objectives of dissuading drivers from bringing their cars to the city and thus reducing pressure on the city's roads and parking. At a dollar per hour, that will make it as expensive as parking your car for the week. What incentive would there be to take my bike to work when it's cold or wet? Instant gridlock (well way worse than current gridlock). The extra roading costs for more cars coming into Wellington will more than eat up your parking revenue. I have been riding in Wellington to and from work amongst other rides for pleasure, and I prefer to take my bike than my car. Making me pay the same for bike and car parking is ridiculous. This idea is not only wrong but is unjustified because council does not supply enough parking for motorcycles, as shown in the bike parking across from the council offices where in one motorcycle bay bikes are three deep and those who park first have an issue getting out. Doing this will definitely encourage me back to my car.	There are no plans to start to charge for motorcycle parking.

Appendix 4

	Individual	
56	<p>I am one of the many people who see your recent proposal of charging for Motorcycle parking (and therefore additional towage time (large trucks in the city) and fees for time lapses in a Paid Parking area) as being counter-productive to the strategies currently under discussion to lower the number of cars in the city. I would think that it would be more worthy to publicly offer nil parking for Motorcycles with the view towards encouraging more people to ride scooters/motorbikes around the city in place of their cars. This would encourage those people living on the outskirts of the City, that currently drive into town, to consider purchasing one of these. In conjunction with this WCC could look at building Parking Buildings on the outskirts of town (maybe even get into the 'leasing' business for scooters?!) thus minimising cars/vans/trucks which in turn would minimise any increase in injury rates due to the Bikes increased usage. Perhaps Malls and certain streets could have a 'Scooter lane'? Anyway - all suggestions ... but in the long run, the point of my email is - "No Motorcycle Parking Fees Please"</p>	<p>There are no plans to start to charge for motorcycle parking.</p>
	Individual	
57	<p>Within the space of a area meant for a car, you could fit eight motorbikes. Motorbikes are friendlier to the environment, and much more enjoyable to ride; even in the rain. If the City Council want to charge me to park my motorbike, then I may as well add to the congestion, and start travelling in my car.</p>	<p>There are no plans to start to charge for motorcycle parking.</p>
	Individual	
58	<p>Despite this suggestion already having been voted down once it seems the idea to charge motocyclists for parking has surfaced once again. All of the replies I received from councillors last time indicated that they also thought this was a bad idea. Have so many of you changed your minds, or do you believe we have such short memories as to not remember these things? Luckily I have my email archive to remind me. Please vote against this suggestion. Motorcyclists are not a cause of traffic congestion and should not be penalised in this manner.</p>	<p>There are no plans to start to charge for motorcycle parking.</p>
	Individual	
59	<p>I strongly agree with the statements expressed below by Garry Williams and, since I cannot better his statements in the time available to me, have forwarded his email below mine. I note that overseas cities actually encourage the use of motorcycles / scooters since they reduce congestion on roads and parking requirements. In some cities, this goes to the extent of allowing motorcycle parking on footpaths if it does not interfere with pedestrian access. While I am not advocating parking on footpaths here in our beautiful Wellington, some forward thinking would be welcome rather than the absurd introduction of a</p>	<p>There are no plans to start to charge for motorcycle parking.</p>

Appendix 4

	charge on motorcycle parking where they provide obvious other benefits as outlined here and below.	
	Individual	
60	I strongly urge you to distance yourselves from the proposal to charge for motorcycle parking in the city. I believe this to be an utterly ludicrous proposal, which flies in the face of the council's objectives of dissuading drivers from bringing their cars to the city and thus reducing pressure on the city's roads and parking. Not to mention the environment.	There are no plans to start to charge for motorcycle parking.
	Individual	
61	I'm sure you've probably had other emails on this subject, but I'd like to add my voice in opposition to this proposal. I commute from Upper Hutt into Wellington everyday, and choose to do so by motorcycle mainly because it is easy/free to park in the CBD. If parking charges were to be introduced (at around the \$8 a day mark?) I would more than likely bring my car, only adding to Wellington's traffic congestion problems. Having lived in several capital cities overseas, I find Wellington pretty bike-friendly at the moment and the introduction of these parking charges would only go against most cities' traffic policies and force more people into cars (and increase illegal bike parking).	There are no plans to start to charge for motorcycle parking.
	Individual	
62	I am an avid motorcyclist on both the weekends and as a commuter. I live in Newtown and Thorndon and use my 250cc motorcycle to get a round the city. My bike consumes less fuel than the std. car, emits less exhaust fumes, and does not congest the Wellington streets to the same extent as a car. For these benefits, can't we (motorbikers and scooters) keep on being rewarded with the simple gesture of free parking in the Wellington region. In one car park space we are able to park 5 motor bikes - if not more. Please reconsider charging motorbikes for parking. Free parking is another incentive to change to more economical means of transport which is better for everyone - including yourself	There are no plans to start to charge for motorcycle parking.
	Individual	
63	Being a motor cycle (MC) owner I would be opposed to having to pay for any MC parking within the city. MC ,s reduce the congestion, penalising this reduction would appear to be at odds with WCC policy of less motor vehicle congestion within the city, or is it a matter of more revenue only, then cycles should have to pay as well	There are no plans to start to charge for motorcycle parking.
	Individual	
64	What a bad idea. You want to cut down traffic congestion, and then do this!	There are no plans to start to charge for motorcycle parking.
	Individual	
65	This is one of the most unusual proposals I have ever heard. I really don't think you have considered the negative effect this will have on the community. Trust me, it is not a good idea and will have extremely disadvantageous repercussions.	There are no plans to start to charge for motorcycle parking.

Appendix 4

	Individual	
66	May I suggest we continue to encourage motorcycle / scooter use within Wellington, in part, by not charging for motorcycle parking please? I do believe charging for motorcycle parking is counter productive to Wellington's traffic woes.	There are no plans to start to charge for motorcycle parking.
	Individual	
67	I am just writing to express my concern about the seming need to address this issue regularly(annually??), even though it always causes an outrage amongst the motorcycle community, and the detrimental effects of which should be obvious. If you now start to charge for motorcycle parking, it sends a clear message that in the eyes of the council, it's all about money. There can be no disputing the fact that motorcycles are far less damaging to the environment(parking-, economy-, emissions-, and traffic- wise) than any other form of transport currently available, with perhaps the exception of cycling/walking, which is not a realistic alternative to those that live 10+km away from the city/CBD. Motorcycle-allocated parking spaces are already stretched, and have been since the significant raise in fuel pricing over the last couple of years. We are already under pressure from your parking-arm(Parkwise), who seem to issue tickets at times for motorcycles parked on footpaths, even though they in no way impede pedestrians. I can understand this to a degree, as am aware that at times they are responding to complaints from a business...but consistency would still be nice. Regardless, I would be intrigued to know what possible benefits you foresee with this change. In effect, because of the fact that motorcycle parking has always been free, you are looking at initiating a new penalty to commuters that choose this mode of transport, even though the result will either be more cars on an already inadequate traffic and parking infrastructure, or further strain on a totally unreliable train system. I am not familiar with the bus services available, as there are certainly none from Tawa where I commute from. I look forward to a response addressing the above, however am expecting a form/template reply.	There are no plans to start to charge for motorcycle parking.
	Individual	
68	I have been a motorcycle rider for 20 years and making them pay for parking has to the silliest idea that the council has come up with,we as a group are trying to keep the use of petrol down and keep the cost of travelling down we are concerned with the planet and to make us pay is crazy .	There are no plans to start to charge for motorcycle parking.
	Individual	
69	As a motorcyclist, I am opposed to the concept of charging for motorcycle parking. I've been wondering how this could even be implemented. Let's see. I ride up to my usual designated parking spot. After securing my bike, I dutifully pump change into the nearest pay-and- display parking	There are no plans to start to charge for motorcycle parking.

Appendix 4

	<p>machine (the nearest one that actually works, that is) Then I attach the receipt to... somewhere conspicuous on the bike. I hurry off to work, feeling like I've done the right thing. Five minutes later, a less conscientious cyclist parks next to me and realizes he's forgotten his pocketful of change. But wait — isn't that a receipt good for two hours attached to the bike next to me?! Who's going to know. And I am late for work already. I don't know, maybe you have this technicality worked out. It just seems like the city council is trying to penalize motorcyclists when it should be rewarding us, or at the very least, leaving us alone. Motorcycles take up a small fraction of the space a car takes — and are more planet-friendly at the same time.</p>	
	Individual	
70	<p>I understand there is talk of introducing a fee on motorcycle parking. This would fly in the face of worldwide attempts to solve city congestion and pollution. To introduce this for a small amount of parking revenue would compromise Wellington's reputation for progressive city management and enlightened policies.</p>	<p>There are no plans to start to charge for motorcycle parking.</p>
	Individual	
71	<p>We understand that you are considering a parking fee for motorcyclist. As a motorcyclist and rate payer we find this proposal amazing particularly as it has been proposed before and turned down as there are no good reason for parking fees to be imposed on a group of people that use a form of transport that it ecologically sound, saving on resources, space and congestion and consider that the council should be promoting the use of motorcycles.</p>	<p>There are no plans to start to charge for motorcycle parking.</p>
	Individual	
72	<p>I strongly urge you to distance yourselves from the proposal to charge for motorcycle parking in the city. I believe this to be an utterly ludicrous proposal, which flies in the face of the council's objectives of dissuading drivers from bringing their cars to the city and thus reducing pressure on the city's roads and parking. Not to mention the environment.</p>	<p>There are no plans to start to charge for motorcycle parking.</p>
	Individual	
73	<p>I hear the WCC is considering charging parking fees for motorcycles – what is the logic in that? Surely it is preferential to encourage people to use motorcycles and scooters to reduce traffic congestion in the city and save on the use of petrol. Would the cost of policing this cover the revenue earned? Will you be charging cyclists next? The whole idea is very small minded.</p>	<p>There are no plans to start to charge for motorcycle parking.</p>
	Individual	
74	<p>charging motorcycles to park ha thay did that in aussie and you know what happened this is funny. All motorbike just parked on the foot path</p>	<p>There are no plans to start to charge for motorcycle parking.</p>
	Individual	
75	<p>Where are the council brains? 1. There are no safe cycle ways in this city. 2. You already set cyclists and motorists up for</p>	<p>There are no plans to start to charge for motorcycle parking.</p>

Appendix 4

	<p>accidents. (I will send some photos in if you like to prove how chaotic it is along Jervois Quay along the pretty new Boulevard, where the lanes are not wide enough for a car to pass a nutty cyclist as they manoeuvre along the gutter. The car needs to encroach on the middle lane and then is in danger of hitting another car. Whose fault is it? Always the motorist. So we jump on our motorbikes instead, to get to work on time, without hassle and now as soon the council notices the huge increase in motorbikes parked in say Grey St for instance, all of a sudden some bright spark decides to slap a parking charge on motorbikes.</p>	
	Individual	
76	<p>I understand that the Wellington City Council are considering charging for motorcycle and scooter parking. I am a frustrated former car owner considering either leaving Wellington and it's parking woes behind me or buying a scooter to try and enhance my experience of living in Wellington. I have abandoned many attempts to shop in Wellington city on Saturday's due to the traffic mayhem and I've been considering my options to reclaim an appreciation for living in this city by becoming a scooter owner. This move should both reduce my cost of living in this city and conquer some of the exasperation I have felt when needing to find a park in town. I would be truly disappointed by our council if it decides to penalise those who are alleviating the cities parking difficulties by using motorbike or scooter transport. Please reconsider the proposed changes and keep the incentive for people to leave their cars at home and find alternate transport options.</p>	There are no plans to start to charge for motorcycle parking.
	Individual	
77	<p>It would seem that the general word on the streets is that the Wellington City Council is once again looking at the possibility of charging for motorcycle parking. Like a few others, I am writing to you in the hopes my sentiments are passed on to those who make decisions. I am a regular two wheeled commuter and make use of the unused space in one of our organisations parking facilities. This is a courtesy that I am greatly appreciative of. If such a charge were to come in to effect, there would be a drive on compliance. Frequent ticketing of vehicles not parked in specific areas is bound to occur. The problem I have with this is unlike the other cities in New Zealand, WCC does not offer specific motorcycle parking in it's under cover buildings. The wording of the following bylaw would exclude us from "ordinary" parks in those buildings and indeed for any other area around town aside from the already overcrowded motorcycle parks: "18.6.5 No person shall park a motorcycle in any parking meter area controlled by a multiple parking meter, other than in any part specifically set aside for motorcycles." This clause along with stronger enforcement would firmly cement motorcyclists as second class road users. Not only would we be</p>	There are no plans to start to charge for motorcycle parking.

Appendix 4

	<p>expected to pay similar amounts to park, we wouldn't get anywhere near the choice of where we could do so. Compliance with any such charge would require modification to the motorcycle to securely hold the permit (in what ever form that would take). So the benefit of the modifications and bylaws would be to relegate us to the overcrowded, damage inducing, theft ridden streets or into a handful of private parking facilities. Hold me back! For those of us with bikes that capture the spirit and vibe that this city would claim as it's own, it certainly looks like a big step backwards and yet another chance for every other town in the country to have a giggle at our expense. These machines make up part of Wellington's character and to lose them from the nooks and crannies around the city would be a shame as they add interest and demonstrate the diversity of local people. I have also heard mention that it is "nothing to get excited about" and it is "just a question in the agenda". If it really is that small a deal, drop it from the agenda altogether or pass a motion that motorcycles will be exempt from charging. The reality is, motorcycles are part of the answer, not part of the problem.</p>	
	Individual	
78	<p>I have been informed that the WCC is considering changing the current parking ploicy for motorbikes in Wellington city with a view to charging for parking spaces. Could you please justify this change - assuming there is more reason behind the decision than that of getting extra money for the city council bank accounts. I have been riding in this city for about 6 years and I pride myself on using a motorbike for transport which I know assists in keeping omission problems down and lowers traffic congestion. I feel that it is appropriate for my motorbike to be parked for free given the benefits this mode of transport has on the city as a whole. I would be completely against any decision by the Wellington city council to charge me for parking my motorbike in the city of Wellington. I am disappointed that the council would even consider this type of charge. Motorcyclists already pay extensive registration charges and that coupled with making us pay a hire charge for approx 1m x 2m area of parking space seems excessive and would make alot of responsible motorcyclists revert to cars for a warmer, more comfortable mode of transport. I am completely disappointed and completely against any move to charging motorcyclists for parking in the city.</p>	<p>There are no plans to start to charge for motorcycle parking.</p>
	Individual	
79	<p>It would be a great shame to introduce paid motorbike parking in our beautiful city. I have only just bought my bike and it will take 2 years to pay for itself in commuting and parking savings. It would be most sad indeed to see an end to free bike parking. I think more motorbike parks should be made, and more people encouraged to use them.</p>	<p>There are no plans to start to charge for motorcycle parking.</p>

Appendix 4

	Individual	
80	I am one of the many who are no in agreement with charging motorcyclists parking within the Wellington CBD.	There are no plans to start to charge for motorcycle parking.
	Individual	
81	It seems that Council is considering parking charges for motorcycles/scooters. This council currently sets the standard for environment and traffic issues by providing free two wheel parking. I wish to register the strongest protest against any introduction of parking fees for motorcycles and scooters.	There are no plans to start to charge for motorcycle parking.
	Individual	
82	I have been informed that you are the person to write to should I want to express my concerns over a rumor that I have heard circulating around the Motorcycle fraternity. The rumor being that the council are considering to charge motorcycles for parking in the city. In my opinion that would be hugely counter productive to the traffic congestion that already seems to be at high level. As a regular commuter I can assure you that the congestion would definitely increase should the charges be put in place. This would result due to the increase in cars driven into the city (especially over the winter months	There are no plans to start to charge for motorcycle parking.
	Individual	
83	I recently heard that the Wellington City Council is thinking of removing the free motorcycle parking. Personally I think this would be a bad idea. By keeping free areas for motorcycles to park you encourage people to commute using vehicles that cause less traffic congestion problems, less harmful carbon emissions, and take up less parking space in town. It also keeps motorcyclists and car owners parking in seperate areas which makes things a lot more simple for both parties. I would be most unhappy if this changed and I'm sure there are many people that would share my view.	There are no plans to start to charge for motorcycle parking.
84	Living Streets Aoteroa	
84	<p>Proposed Policies</p> <p>Living Streets Wellington is pleased to see the Council recognises the need for vehicle parking spaces often conflicts with the need for greater space for pedestrians, cyclists and people with special mobility needs, particularly in the city. We also support many suggested strategies, including:</p> <p>Urban Development and Transport</p> <ul style="list-style-type: none"> • Council recognise that commuter parking should include park and walk facilities • Priority walking routes to and within the city • Developing programmes to improve pedestrian security • Priority of road space for pedestrians • Encouragement of alternative transport modes to public transport, walking and cycling 	Support is noted.

Appendix 4

	<p>Developing Location-Specific Policies</p> <ul style="list-style-type: none"> • Walking and Cycling are integral uses of the public street space • Space must be also allocated for mobility parking, particularly in the city • Wider footpaths where justified for pedestrian demand <p>Parking Policies for Central Area</p> <ul style="list-style-type: none"> • The Golden Mile will be a corridor for public transport, walking and cycling • Special needs parking will be given priority in accessible locations close to key destinations 	
84	<p>Developing Location Specific Policies 6.1.1 Central Area On-Street and 6.3.1 Suburban Centres and Residential Areas-On-Street</p> <p>Council have indicated that special needs parking will be given priority. However existing parks for people with Mobility Cards are also being used by drivers without Cards.</p> <p>In addition, there seems little point in providing wider footpaths when drivers continue to park on existing footpaths in both the city and suburbs.</p>	<p>Noted. The Mobility Parking Policy was adopted in 2005 and is about the design, location and increase in the numbers of mobility parks. Frequently abused parks are being re-located to detract courier drivers, taxis etc.</p>
84	<p>Currently we understand that Council Parking Wardens are not actively patrolling either the city or residential areas to enforce current parking regulations. Parkwise staff only responds to specific cases when contacted and usually arrive too late to ticket offenders.</p> <p>For example, an emailed reply from Council to an email sent by a Living Streets member regarding an ongoing problem of drivers parking illegally every Saturday in Johnsonville stated:</p> <p><i>The enforcement applied to illegal parked cars is as follows:</i></p> <ul style="list-style-type: none"> ○ <i>Enforcement officers issue them with tickets</i> ○ <i>Towing</i> <p><i>We can only organise for a Parking Officer to go on site if the vehicle is still parked illegally at the time of your complaint</i></p> <p>Living Streets would like an assurance from Council that a greater priority is given to education and enforcement to those drivers who break the law by parking in Mobility parks without permission and those drivers who park on footpaths. Both infringements have the potential to harm members of our society who are particularly vulnerable i.e. people with special needs, the elderly and children.</p>	<p>Council wardens are actively patrolling at all times, however, the focus changes by time of day and day of week.</p>
84	<p>Regarding the problem of vehicles on footpaths, Living Streets were pleased to see recent advertisements in the Dominion Post reminding readers that this is illegal. Other suggestions we have to combat this problem are:</p> <ul style="list-style-type: none"> • Honorary Parking Wardens could be accredited by Council • A text system so details and location of vehicles on footpaths are sent direct to 	<p>Suggestions are noted. Council has a policy regarding parking on footpaths.</p> <p>Council has previously declined the creation of honorary parking wardens. The Council wishes to have a consistent approach to enforcement and this is not always possible with 'honorary' wardens.</p>

Appendix 4

	<p>Parkwise</p> <ul style="list-style-type: none"> • Provision for loading and service vehicles • Bollards and street trees can be an attractive solution to keep vehicles off footpaths 	
84	<p>6.3.3. Suburban Centres and Residential Areas – Off-Street</p> <p>Council have indicated that the urban design quality of parking buildings will need to be improved.</p> <p>As more people live in denser areas, small scale parking buildings could be a substitute for parking on sections, encroachments or a row of garages reducing streetscape.</p> <p>Park and Ride options at stations could also be better served by parking buildings rather than huge expanses of asphalt.</p>	<p>Noted. The design would get picked up through the required resource consent process or application of design guides.</p>
84	<p>Summary</p> <p>Living Streets Wellington supports many proposals within the Draft Parking Plan.</p> <p>However we would like to emphasise the importance of careful planning to prioritise walking and cycling as essential contributing transport options and recreational activities.</p> <p>We also wish to emphasise the needs of people with mobility difficulties must be included in any future parking planning in all areas of Wellington.</p>	<p>The Mobility Parking Policy states that there will be no reduction in mobility parks.</p>
85	GWRC	
85	<p>Suggest greater emphasis be placed on the role of parking (supply and price) as a demand management tool in relation to motor vehicle use, particularly in the central area</p>	<p>Suggestion is noted. However, Council has limited influence here as it does not own or manage off street parking, both private and public. Where Council can influence, it is already doing so. District Plan requirements do not specify minimum levels, but require a Traffic Impact assessment once a maximum is reached. On-street parking in the CBD is already managed to encourage short stay, not long stay commuter parking. The Coupon Parking scheme already puts a price on parking on-street in some areas outside of the CBD.</p>
85	<p>Suggest that a hierarchy of street space allocation for each area be more explicitly described through the policies</p>	<p>Suggestion is noted. The Matrix set out in the Policy is intended to help with doing this during the implementation phase.</p>
85	<p>Suggest adding the heading ‘safety and personal security’ to the overall principles section as this is an important aspect of accessing parked vehicles</p>	<p>Council is very concerned with safety and personal security, as demonstrated by road safety schemes, Safe City initiatives and application of CPTED guidelines.</p>
85	<p>Suggest adding policy under 6.3.1 under the no parking /stopping zones within 75 (or 100) metres of school entrances with the exception of special needs or public transport. In addition, discussion/ policies</p>	<p>Suggestion is noted, although there are significant issues around how this could be enforced. It is also likely that the problem may shift to other areas.</p>

Appendix 4

	relating to safe and well designed parking areas outside schools particularly during the morning and afternoon pick up and drop off period, limiting supply of car parking in these areas to encourage ride sharing and alternative travel modes such as walking, cycling and walking school buses.	
85	Suggest adding reference to the provision of park and ride facilities in close proximity to passenger transport nodes in suburban centres and residential areas (policy 6.3.1 and 6.3.2) to support the use of passenger transport	All principles from Section 5 of the Parking Policy will be applied to area specific policies in Section 6. This issue is covered in principle d in Section 5 of the Parking Policy.
85	Suggest a consideration is given to the use of Back-in/Head-out angle parking particularly in the Wellington CBD and other suitable areas in Wellington. Back-in/Head-out angle parking has potential work harmoniously with bicycle lanes and to increase road safety as drivers have a better view of on-coming vehicles and cyclists when pulling out of the parking space. This type of parking improves safety for cyclists, and allows for loading/unloading the boot of a vehicle from the footpath rather than on or directly adjacent to the roadway.	Suggestion is noted, however, this is unlikely to be pursued by officers at this time.
85	Note that under section5ii 'Overall principles of the parking policy' it states that street space is a scarce resource and priority for use for parking needs to be considered against other uses', however, GWRC would suggest that our roadways and transportation systems are expected to serve all modes of travel equally. While traditional measures of effectiveness might suggest high mobility for certain modes, such as vehicles, the true functionality of the roadway must address multi-modal demands within the context of the roadway's location, such as the CBD or other central area retail or shopping areas.	Noted. Table 2 in the Policy 'Guide to Roles and Uses of the Public Street Space' addresses this.
86	Transit	
86	Transit supports the four overarching principles of the parking policy, but suggests that the following should be included in it's own right, but it also complements principle 1 'Parking also has the equally important role of supporting a better land transport system for New Zealand that is integrated, safe, responsive and sustainable' This also needs to be referenced in the conclusion	Reference to the LTMA has been in the revised Policy. See section 5 ii of the Parking Policy.
87	Victoria University	
87	Demand for medium stay parking (2 hour) around the Kelburn campus conflicts directly with the long stay parking demand of commuters and residents. University shares same view of Council in wishing to discourage commuter parking, and also appreciates priority must be given to residents over other parkers	Noted.
87	Victoria University commissioned a full Parking Review during winter of 2006, assessing all on-site provision and on-street spaces located within 15 minutes walk of Kelburn campus. University prepared to share information on this study with Council to help with understanding of specific	This sharing of information is welcomed.

Appendix 4

	relationship existing between resident and coupon parking in the area.	
87	University is also developing a Travel Plan for staff, students and visitors, which aims to reduce the reliance on single occupancy car journeys and promoting sustainable transport. University supports the Council in it's vision for carbon neutrality and suggest that the strategic direction is reflected more strongly in the Parking Policy.	Support noted. Council's Carbon Neutral Vision has been referenced in the Parking Policy (see Section 5 k)
87	Suggestions for maximising 'facilitator' role in regards to parking supply around the Victoria University campus	Noted.
87	Council can influence the demand for parking by facilitating effective sustainable transport options – this should be more prominent in the policy	Noted. This has been given additional prominence. See section 5 f.
87	Add 'time limits' to the last line of section four 'various parking management tools – pricing and enforcement being two key mechanisms'	This will be added.
87	University provides an important part of Wellington's social and cultural wellbeing through vibrancy and vitality of students. Suggest adding a specific reference to 'educational facilities' in one or both paragraphs 5(k) and 5(m)	Council recognises the valuable contribution the University makes to the vibrancy of the city.
87	Council needs to do more than just promote public transport – it must provide sufficient infrastructure and resources to ensure that all sustainable transport modes, not just public transport, can operate effectively	Council has plans to allocate road space for bus priority lanes. Council is also working on plans to provide better environments for pedestrians and cyclists.
87	Commendable that impact of parking on climate change have been acknowledged but the policy needs to be more pro-active. Suggest that the Council should be enhancing sustainable transport and helping organisations to develop Travel Plans	Noted. See Implementation Plan Activity 5.
87	Table 2 – suggest that Educational facilities be included in the fourth row 'Parking for shoppers.....'	This will be added as suggested. See table 2 in Section 6 of Policy.
87	Section 6.1 it may be useful to include a reference to the development of payment options for carparking. For example, the use of cell phones or credit cards	Noted. This is more relevant for the implementation phase. Implementation Plan Activity 3.
87	Section 6.2.1 (a) Include reference to 'Educational facilities' or at least 'Social and Cultural Institutions'	Agreed.
87	Appendix A Under the Heading 'Economy', there is conflict with the District Plan which discourages commuter parking and the intention that parking policy should ensure long stay parking in close proximity to our major institutions and attractions. There is a growing need for medium term parking at the tertiary educational institutions, due to increased attendance on part-time courses. This should have a higher priority than long stay parking	Officers do not agree that there is conflict here. Current policies that limit the supply of commuter parking relate specifically to the Central Area. General policies on accessibility in residential areas and institutional precincts would reflect to an extent the commuter restraint provisions for the Central Area.
87	Appendix 1 - Under the heading 'Social and Recreation', definition should also include educational facilities	Agreed.

Appendix 4

87	Implementation Plan –Review of Coupon Schemes should include converting existing coupon parking areas to time restricted where higher priority parking demands exist.	See Implementation Plan Activity 1. The balance of priorities will be location-specific and priorities determined in the next stages of work planed.
88	New Zealand Retailers Association	
88	Paper is written at a strategic level and the effectiveness of the policy will depend upon ensuring an effective implementation policy which can easily be understood by individual members of the business community in Wellington	Council will be undertaking further consultation as work on implementing the Policy develops. Council is aware of the need to communicate effectively with all sectors.
88	Concerns about any reduction in number of overall car and servicing parks provided for within the CBD, especially where the policy makes mention of the possibility of removing spaces for bus lane only, urban amenity and security uses.	The Policy aims to balance use, rather than systematically reduce parking. Most bus lanes will operate during the peak periods.
88	Taxi ranks could be placed near intersections that interlink with principal and arterial roads through the city, rather than non local streets	A key consideration of the location of taxi stands will be that they can be managed so they provide effective service without causing congestion.
88	Supportive of an investigation of the feasibility of enforcing a two-hour time limit on Sundays, to support PWT. Similar enforcement rules should apply to both Saturdays and Sundays.	Noted. See Implementation Plan Activity 4.
88	Council should review the cost-effectiveness of on-street parking costs within the CBD with a view to reducing charges if financial returns exceed budgeted costs. If the Council is proposing using pricing as a tool to manage a 15% empty level, work would need to be conducted around the price elasticity of parking. General belief would be that the \$4 per hour is already a significant barrier.	Officers are reconsidering this as a target, as the on-street system is possibly too complex to have a blanket target across all locations. Please see Section 6.1.1 g of the Policy.
89	Individual	
	6.3.1e may result in the loss of residential parking through the creation of peak hour bus lanes. Happy in principle, as primary function of road is to facilitate traffic flow. Recognise that this will have an impact on surrounding roads through displacement of currently parked vehicles, also causing conflict between users. Extension of Resident parking Zones may help to resolve this, but only through displacing others.	Noted.
	Existing parking in Brooklyn is already inadequate and not sure it could be improved without significant physical changes to the village	Noted.
	Pressure will only increase further with intensification of housing (e.g proposed DPC 30 Infill Housing), there is a lack of obvious coherence between the draft parking policy and other policies	Links between Infill Housing and parking are recognised. See Implementation Plan Activity 7.
90	Individual	
	Council could use a payment system without paper tickets – numbers are parked on kerb are entered into a meter with your registration number.	Noted.
90	Why is it necessary to only be able to park where meter is, as this does not give flexibility to park else where if there is time left on the ticket. It is not always easy to judge time required and appears as if the Council is double dipping, by getting people to pay each time up front.	The system suggested above would have the same issues, outlined here. See Activity 3.

Appendix 4

90	<p>Closing off the small arm in Courtney Place that leads to Taranaki Street is a stupid idea. It helps with easing traffic build up and provides essential short term parking for those who need to visit the medical laboratory.</p> <p>Closing Courtney Place itself in any part will kill off this part of town. Businesses rely on this and our small population cannot support making the city centre car free.</p>	<p>This decision has already been made by Council.</p> <p>This is not proposed as part of the Parking Policy. This is part of a wider project to address issues in Courtenay Place.</p>
91	Individual	
	<p>General direction comments: There are aspects of the parking policy which appear to conflict with the current roading design, particularly as stated in Table 2, of "ensuring the efficient and effective movement of people, vehicles and freight, especially at peak times."</p>	Noted.
91	<p>Principles comments: The design of roading, especially the lanes being appropriate to the destinations requires rework in some areas, e.g. Victoria Street south of Dixon Street.</p>	Noted, as above.
91	<p>Implementation Plan: Roading in some areas (including Victoria Street) needs to be redesigned as part of the Implementation Plan</p> <p>My observations are that more than 90% of traffic in those times travels south on Victoria St to either turn left into Webb St or right then left into Brooklyn Road. Less than 10% travels to Willis/Aro Streets. In peak times, this causes one continuously full left-hand lane in Victoria St, resulting in motorists wanting to get ahead of others by using the centre lane, and then forcing their way into the left lane just before or after Abel Smith Street. This continues to cause considerable road rage. I suggest redesign of the road to have traffic intending to turn left into Webb Street remaining in a separate lane from those intending to travel to Brooklyn. The existing arrangement makes very inefficient use of the roadway, causes aggravation to many drivers, and means that buses are forced to also become excessively aggressive!</p> <p>if they are to meet timetables. My preference is to have Victoria St between Karo Drive and Webb Street as a 3-lane road, which would allay my above concerns, and would counter the statement in the draft policy (page 8) that "the shared public road space is experiencing the most pressure and competition for use."</p>	Noted. Officers are aware of this issue and it is being addressed outside of the Parking Policy.
92	Individual	
92	<p>Priorities comments - Central Area: I am of the view that the policy should clearly define road safety and arterial network efficiency as being of more importance than on-street parking in the central area</p> <p>In some recent cases this has not occurred, such as Featherston/Lambton/Hunter where safety was compromised to keep a short-stay parking bay, and Rugby/Adelaide where efficiency was compromised</p>	Noted.

Appendix 4

	<p>by keeping an area of coupon parking.</p> <p>While these principles are alluded to, stronger definition of these priorities would lead to better decisions.</p>	
92	<p>Priorities comments - Suburban Centres: Although note that on-street parking should have a higher priority in suburban areas than it should in the central area, whereas the same wording is currently proposed for both.</p>	
92	<p>Implementation Plan: As a matter of detail, note that charges for residents' parking permits should be based on cost recovery only, and not to achieve any kind of return on the asset.</p> <p>This is because the land was generally vested during the original sub-division and so became part of the adjoining house value, and secondly because on-street parking does not have a realisable asset value (Council could not reasonably sell the land).</p>	<p>Noted. This will be dealt with as part of Implementation Plan, see Activity 2.</p>
93	Hataitai Residents Association	
93	<p>Policy should be considered independently of the Infill Housing issue. Attaches submission on infill housing</p>	<p>Links between Infill Housing and parking are recognised.</p> <p>See Implementation Plan Activity 7.</p>
93	<p>Need to know more details on the implementation of the policy</p>	<p>Noted. More detail has been provided and there will be on-going consultation.</p>
93	<p>More research needs to be undertaken on the predicted impact of climate change on proposed policies</p>	<p>Noted. This will be covered by Council's climate change work.</p>
93	<p>Cars are getting bigger and this reduces the parking spaces available</p>	<p>Noted.</p>
93	<p>Safe, covered, secure cycle parking might encourage more cyclists</p>	<p>Noted. Will be dealt with as part of Cycle Plan development.</p>
93	<p>City council should be making it more economic to jump on the bus e.g. it should be very expensive to park in the city centre</p>	<p>This falls outside of Council's direct influence, as it does not provide any significant commuter parking in the central area. The \$4 per hour with a 2 hour maximum is for shoppers and visitors and is set to achieve an adequate turnover and availability of spaces in the CBD.</p>
	<p>Appendix 1 – page 19 reference to recreational facilities – we have already suggested to GWRC that a bus service should be introduced from the railway station to Hataitai netball courts on Saturdays, with no response.</p>	<p>Council is aware of issues in this location and is actively working with stakeholders in the area to address them.</p>
94	Cycle Aware Wellington	
94	<p>Submission summary</p> <ul style="list-style-type: none"> - The council should use supply of car parks and parking fees to achieve the council and region objectives of reducing the number of cars coming to the Wellington CBD area. - Where possible, the council should aim to remove all on-street car parks and shift them to confined spaces. 	<p>Noted. The Parking Policy seeks to balance a range of council strategic objectives.</p>
94	<p>Overall principles of parking policy</p> <p>CAW is pleased to see that the council would like to promote the use of public transport and its</p>	<p>Noted.</p>

Appendix 4

	acknowledgement that parking contributes to climate change by facilitating the use of private vehicles.	
94	We do acknowledge that certain sections of the society rely solely on motor vehicle transport and need dedicated parking facilities. The council should continue to provide such facilities.	Noted.
94	<p>Pricing is not a tool just for maintaining a certain level of availability of the on-street spaces. It should also reflect a charge for bringing a car to the CBD in place of alternatives like walking, cycling and public transport. Availability of free / cheap car parks is a big incentive for people to take their cars even where alternate modes of transport are available. The council can reduce the number of cars coming to the CBD area by</p> <ol style="list-style-type: none"> a) Reducing the supply of car parks b) Removing free car parks during the weekdays. c) Increasing price of car parks <p>so they can be a disincentive for bringing cars (supported by the material fact as given in the previous section - TransPrice project) and consider using alternate modes of transport – public transport, walking and cycling.</p>	Noted. Pricing is used to ensure turnover and availability.
94	<p>We are also pleased to see that cycle parking will be provided where possible. However, we would like to point that the council is yet to come with its cycling plan and has had numerous delays. We recommend that the council not wait for the plan and go ahead with providing cycle parking facilities.</p> <p>Following is a partial list of locations, we recommend, for cycle parks.</p> <p>Molesworth and Pipitea Sts, outside SSC Bldg Ballance St, outside District Court Lambton Quay and Bowen St – outside Quay Computers Woodward St, outside National Bank Lambton Quay, Lambton Square Lambton Quay, Midland Park Lambton Quay, opposite Brandon St Lambton Quay, outside Body Shop Brandon St by entrance to Harbour City Tower Panama St by entrance to Harbour City Tower Panama and Featherstone Sts by Dick Smith Electronics Mercer St near Dominion Bldg Victoria St, by Lido cafe The Terrace, opposite Woodward St The Terrace, outside Bivouac, 138 The Terrace Willis St near Unity Books Willis and Manners, Perrott’s corner Boulcott and Church Sts, outside Central House (student hostel) Courtenay Place, Reading cinema</p>	<p>Development of the Cycle Plan has been delayed in order to progress work on a Walking Plan.</p> <p>It would be prudent to address cycle parking within the context of this Plan, however, officers will consider the suggested locations to look for any quick and easy wins.</p>

Appendix 4

	<p>Courtenay Place, Paramount cinema Cambridge Tce, outside Downstage Kent Tce, Bats theatre Chaffers St, outside A Mart Taranaki and Vivian Sts, near Architecture School Cuba and Abel Smith Sts</p> <p>These cycle parks are for those who cycle into the CBD for shopping or business and not for those commuting to work.</p>	
94	Where possible providing sheltered cycle parks will ensure the utility of the facilities, since that will protect cycles from the vagaries of weather. Cycle parking facilities should also be well sign posted, just like car parks are with adequate lighting for night time security	To be addressed as part of the Cycle Plan.
94	We are happy to see that walking and cycling are seen as integral users of road space. We also support the idea of Golden Mile as a corridor for public transport, walking and cycling.	Noted.
94	On-street car parks are a safety hazard for both cyclists and pedestrians. In these areas, cyclists often get knocked when motorists open their car's door. In many cases, cyclists then fall on the path of following vehicles leading to fatalities. Car parked on the streets often lead to motorists not noticing pedestrians waiting at crossings, making it unsafe for people to cross the roads.	Noted. Council is aware of issues and has on-going programmes to address them.
94	Private operators providing public car parking facilities is a good idea. As a result, on street parking could be removed, reducing risk for cyclists and pedestrian and the space created could be used for a dedicated cycle lane or a bus cum cycle lane. At the same time, car parks by private operators will require motorists to pay for car parks, instead of using council's free on-street car parks. This will be a disincentive for people to bring cars into the CBD area that will help the council achieve their objective of reducing the number of cars coming in	Noted.
94	At the same time, the council should regulate the level of car park capacity that is likely to be created by private operators. Increasing the capacity will reduce parking prices and induce more cars to come to the CBD. This will negate the council's objective of reducing the number of cars coming in.	Noted. Parking provisions are being reviewed under District Plan change 48. The existing provisions are generally endorsed.
94	The council should also ensure that all car parks provide secure cycle parking / storage facilities, along with some changing facilities.	Noted. Council has limited influence on existing privately owned car parking buildings.
95	Individual Residents from Mount Victoria and Thorndon	
	<p><i>Lack of focus on inner residential parking</i> The first overall principle of the parking policy is that "parking should be managed so that it supports the Council's strategic outcomes for economic development, urban development, transport, environmental, social and recreation, and cultural well-being".</p> <p>No where in the description of these strategic</p>	Council recognises these frustrations. The

Appendix 4

	<p>outcomes is mention of residents who simply want to park near their homes. We have all lived in inner city suburbs for a number of years and suffered the frustrations of residential parking. We're sure Council has heard this from many inner city residents over the years. When we heard Council was developing a parking policy we hoped it would help alleviate some of the frustrations however the policy as it is currently drafted provides no confidence that this is the case.</p> <p>The policy does refer in section 6.2 to inner residential areas however we're concerned with the comment in paragraph 6.2.1 (a) that while on-street parking is primarily to support residents parking this needs to be balanced with the needs of local retailers, community and recreational facilities and commuter parking. We would argue that currently the balance is very much in favour of these activities at the expense of residents parking.</p>	<p>Parking Policy is intended to be a high level document. The pressures being experienced in Residents and Coupon Zones will be addressed early on in the implementation of the Policy.</p> <p>See Implementation Plan Activity 2.</p> <p>See comments above.</p>
95	<p><i>Impact of changes in central area parking on inner residential parking</i></p> <p>There is an important relationship between the provision of parking spaces in the CBD and the reservoir of potential spaces in the inner residential areas.</p> <p>The policies for the central area and for the inner residential areas are both internally focussed and do not recognise any actual or potential relationships that exist between them. Parking demand for workers in the CBD and in particular for areas around The Terrace, Te Aro, and in the vicinity of the Basin Reserve put a significant degree of pressure on the inner residential streets during the day, and for those adjacent to Courtenay Place, in the evening as well.</p> <p>It is our view that the parking policies for the CBD and for the inner residential areas need to acknowledge these relationships and that needs to be expressed in terms of the price and availability of spaces. In addition, one of the key elements in influencing parking demand is the coupon parking area.</p> <p>While this device is part of the implementation measures under the parking policy, it is our view that this is a significant regulatory tool and as such needs to be expressly included in the policy with a reference to issues around its implementation and its place as a strategic tool. The importance of this relates to points made later in this submission around consultation on the implementation plan.</p>	<p>Noted. The relationship is recognised and will be explored in more detail as part of the Implementation Plan Activities 1 and 3.</p>
95	<p><i>Broad nature of the draft policy, and implementation plan</i></p> <p>While we support the Council's desire to have a parking policy that provides a direction for how it can manage the limited resource of on-street parking</p>	<p>Noted. Council will be undertaking further consultation as work on implementing the Policy develops.</p>

Appendix 4

	<p>the very broad nature of the draft policy means it is hard for those potentially affected to know or understand how, and therefore make a meaningful submission. Often of greater consequence is the implementation plan/s that follows development of a strategy or policy.</p> <p>We would argue that the draft implementation plan for the parking policy on page 23 of the submission document is not an implementation plan but rather a list of further work required. The two reviews referred to – Resident Parking Zones and Coupon Parking Scheme – are going to be of greater interest and importance to us and we would hope that public consultation will be undertaken during these reviews. What we would not like to see is unfavourable and unforeseen consequences resulting from implementation of a very broad policy.</p>	
96	Tournament Parking	
96	In order for the policy to be effective, where possible the future requirements need to be identified as part of the process, and a realistic review of current stock needs to be undertaken	Noted. This will require a detailed study. See Implementation Plan Activity 11.
96	Mechanisms to avoid future shortages of stock need to be addressed now, these include changes to the District Plan, forming strategic partnership and ensuring that all policies are integrated	Noted. This can only be addressed after the above study is completed.
96	<p>Concern that a target of 15% of stock will always be available is a subjective target. The available vacancy target needs to be re-assessed based on more defined areas within the central area.</p> <p>The level of on-street parking will be decreased as a result of council's intention to increase bus lane network and should be taken into account when setting the required vacancy level</p>	<p>The 15% vacancy rate will be used as an indicator to monitor effectiveness of the council's management of the parking system.</p> <p>It is intended that bus lanes will be operational principally at peak times, reverting to car parking outside of these times.</p>
96	Provision of park and ride facilities is an essential part of balanced plan, but WCC influence is limited due to a large number of commuters coming from outside City.	Noted.
96	Provision of taxi ranks and new methods of managing these needs to be instigated due to taxis taking up parking spaces and blocking roads access to parking	Noted
96	The provision of off-street parking for other activities is commendable	Noted
96	While policy will take future demand for new development into account, current construction is already creating pressure on parking resources	Noted.
96	Encouraging use of public transport may meet environmental and social responsibilities of the council, uptake by commuters will be limited due to factors such as convenience, timing and personal needs.	Noted.

Appendix 4

96	<p>On-street parking</p> <p>While the draft policy provides for 15% of on-street spaces being available, we believe that while this is achievable, the spaces that are vacant to meet this target will not be in areas required</p> <p>It would be more realistic to separate targets for fringe CBD and CBD, and the policies for both areas may differ</p> <p>As a result of separating the targets, it may be found that there is an excess of parking spaces in the fringe CBD and council could look at better use of these areas (suggestions covered later)</p>	Officers agree. This has been amended in the revised Policy.
96	<p>In order to meet targets for available parking spaces in the CBD, council may need to implement the following:</p> <p>Decrease maximum parking time to 1.5 hours</p> <p>Increase frequency of wardens patrolling these areas to ensure turnover</p> <p>Implement a policy of vehicles to be towed if they receives more than one parking ticket in the same space on the same day</p> <p>Delegate the setting of parking fees for metered parking to the CEO or Senior Manager so that tactical changes can be made without having to go through the slow process of reporting to council for approval</p>	<p>Noted.</p> <p>This will remain a Council decision.</p>
96	<p>While the provision of taxi ranks is necessary, these are not adequate because of the ratio of taxis to spaces. Possible solutions include:</p> <p>Either council or taxi companies providing off-street taxi ranks</p> <p>Holding bays for taxis set up in fringe CBD areas where there is an excess stock of car parks, with a call forward system to taxi ranks initiated</p> <p>Strong policy of policing in regards to taxis taking up designated on-street parking, or double parking</p>	Noted. This is an on-going issue and is being investigated by officers.
96	<p>Bus parking bays for tourist buses could be implemented using excess space in the fringe CBD. With modern communications, it is not essential that buses park close to amenities while waiting for passengers</p>	Noted.
96	<p>TPL supports servicing activities being carried out outside of peak times</p>	Noted.
96	<p>TPL supports the provision of motorcycle and cycle parking on-street</p>	Noted
96	<p>TPL supports introducing a 2 hour time limit for Sundays</p>	Noted
96	<p>It is not necessary for council to provide off-street parking, private providers are better equipped to be reactive to market needs</p>	Noted. Council has no plans to provide additional off street parking.
96	<p>Council however needs to facilitate that adequate off-street parking is provided to meet the needs of the public, and to take up any shortfall in on-street parking</p>	Noted.
96	<p>In preparing its parking policy council needs to take into account its economic development plan and decide where there will be a requirement for future off-street parking</p>	Noted.
96	<p>To ensure that there is adequate off-street parking in the right areas, we would make the following</p>	Noted.

Appendix 4

	<p>suggestions; Council begin to identify key providers of off-street parking and work with them to plan for future needs Council resource consent department are aware of parking demands and realistic when assessing consents for stand alone parking buildings The District plan be reviewed in regard to the parking provisions of new development, and if necessary changes implemented Look at a policy of having parking in new buildings leased to parking providers so that it is available to all commuters/road users rather than just the tenants of the building. This will ensure better use of the parks rather than a closed shop that it underutilised.</p>	<p>Under District Plan change 48 (Central Area review) rules have been amended to ensure appropriate control of stand-alone parking buildings.</p>
	<p>TPL supportsthe use of off street parking for additional uses, as this will make the privsion of these facilities more economically viable</p>	<p>Noted.</p>
	<p>TPL supports the provision of real time information on parking availability, and would be willing to work with council to achieve this goal</p>	<p>Support is noted. See Implementation Plan Activity 10.</p>
	<p>Summary: Council is to be congratulated on preparing a parking policy, but it only has one chance to get it right to ensure that economic growth of the city continues</p> <p>While council is responsible for provision of on-street parking, a re-examination of the target of 15% of parks being available needs to take place, with separate targets for Fringe CBD and CBD</p> <p>Better use of fringe CBD spaces needs to take place</p> <p>Partners in the provision of off-street parking need to be identified early , and planning with these begun in the short term</p> <p>Clear policy and areas for taxi ranks and tourist buses need to be provided</p> <p>Any parking policy needs to be integrated with other council documents, including the District Plan, (especially resource consents), Economic Development Policy and Transport Policy</p>	
97	Vogelmorn Kingston Residents Association	
97	<p>The parking policy review when Mark Blumsky was Mayor and Ward meetings enabled relevant parking concerns in suburban areas to be discussed and considered was subsequently forgotten after assurances that local concerns would be looked into. Nothing happened.</p>	<p>Noted.</p>
97	<p>The Consolidated Bylaw Review: Part 18 - Traffic undertaken in August 2003 was submitted to at that time indicating concerns as to the increasing traffic flows in our area. It was a comprehensive review. Nothing happened</p>	<p>Noted. Bylaw review has resulted in an updated bylaw.</p>
97	<p>A meeting with Council managers at our President's home in 2004 identified the neglect in the area over the previous 20 years. Significant improvements</p>	<p>Noted.</p>

Appendix 4

	occurred subsequently. Re the traffic concerns identified at the time, particularly parking, nothing has happened.	
97	It is becoming increasingly dangerous to drive at night between Berhampore and Mornington via Britomart St and Farnham St due to the irresponsible parking by residents' and commercial vehicles parked overnight in these narrow thoroughfares. It is only marginally different during daylight hours.	Noted.
97	It is very noticeable that many parked cars have their wing mirrors folded back due to the incidence with which these have been damaged. Passing cars under these restricted roading conditions is a constant hazard.	Noted.
97	When is something to be done to improve these driving conditions as a consequence of the restricted parking available in this area? I am happy to expand upon these concerns with the appropriate council officers	Noted. Appropriate council officers have been informed.
98	Miramar/Maupuia Progressive Association	
	aids Parking lots to enable commuters to park vehicles and travel on public transport (as suggested in the paper) are certainly encouraged. We would advise there is a need for such sites (for bus or train) to be well sign-posted, accessible, visible and safe (well lit and supervised would be the optimum).	Noted. Park and ride opportunities will be investigated.
	Bus only lanes The installation of such on streets such as Constable would be ludicrous. That particular street has only single lanes (if street parks are included) and is one of the main connectors to the Eastern Suburbs. Where it is possible to install these we suggest Council also look at including taxis as private 'public' transporters. We understand and accept there are some inherent problems with this inclusion (such as determining the taxi's status - i.e. is it carrying passengers, pick up-drop off points, etc) but nothing that cannot be resolved.	The feasibility of introducing bus priority measures will continue to be investigated and will involve on-going engagement with affected parties.
98	Current Road Use We continue to have a concern over the car vending on roads. A prime example is the 'car sales' on Cobham Drive adjacent to Miramar Wharf. These vendors gather, particularly on the weekends, causing traffic congestion and taking parking spaces for those wishing to engage in some recreational fishing. We would dearly like to see this site monitored more strongly	Noted.
98	Parking Costs We suffer in comparison to other municipal areas in our parking charges. The fact that Council is now advertising \$3 charges for up to six hours parking during Saturdays/Sundays (in selected car parking buildings) is a step towards this however when we get other municipalities advertising free parking we are still at a disadvantage. This cost impounds on the retail sector in the loss of potential income.	Noted.

Appendix 4

	<p>Resident/Retail parking</p> <p>We believe that residents should have frontage parking rights, particularly if there are no parking facilities possible on private/rented land. It would be rather ironic if Council's decision to disallow garages being built in front of/attached to houses of architectural /historical significance was then further enforced by preventing those owners/rentees from car parks on the street frontage because of bus-free lanes.</p> <p>Similarly retailers should have public space car park frontages, particularly those in the suburbs who rely on reduced foot/vehicle traffic than that within the central Business District (CBD).</p>	<p>Noted.</p> <p>This is not legally possible.</p>
	<p>Visitor Parking</p> <p>We applaud the intention but wonder about the viability. It is hard enough to monitor Disabled Parking lots and this would be no easier.</p>	<p>Noted.</p>
99	Wellington Regional Chamber of Commerce	
	<p>The draft parking policy is a good discussion of the economics of parking as a limited resource and the framework as to how this should be managed. However, the real action in terms of decisions will follow work yet to be done as part of the Draft Implementation Plan and so we request further consultation on the projects and policies set out in this.</p> <p>We note implementation of the policy is to take 3 –5 years, which seems an unnecessarily long time.</p>	<p>Noted. Further consultation will be undertaken.</p>
99	<p>The importance of parking</p> <p>On-street parking is an important use of the public road space, and competes with other uses such as the movement of cars and buses, and the siting of loading zones and taxi stands. The Chamber wants to see optimal use of this space so that the economic development of the city is not impeded. This means balancing the twin but sometimes competing objectives of efficient movement of vehicles to reduce congestion and easy access to shops and offices for commuters, shoppers and other businesses. Businesses are dependent on parking for their customers and their employees.</p>	<p>Noted. This is one intention of the Policy.</p>
99	<p>Parking policy should not be considered in isolation from transport policy generally, including policies on bus priority lanes and public transport</p>	<p>Noted. This is the intention of the Policy.</p>
99	<p>The parking regime is currently largely market-driven and should remain so. Parking fees need to be set at the right level. If set too low, parks are overused and less spaces are available. If set too high commuter and shopper frustration will result with many shoppers going elsewhere (to Porirua and Lower Hutt malls for example).</p>	<p>Noted.</p>
99	<p>We are totally opposed to using increased parking fees and reduced park numbers as an instrument to keep cars out of the inner city (and to raise Council</p>	<p>Noted. There are no plans to increase parking charges.</p>

Appendix 4

	revenue for that matter). Facilitating the use of public transport is a better way to influence demand.	
99	<p>Addressing Increased Demand for Parking As population growth occurs and the number of businesses in the central area increases, traffic flows and the demand for car parks can be expected to increase.</p> <p>For this reason reducing the number of car parks would be short sighted and in fact, over time an increase in the supply of parking spaces may be necessary to meet this growth in demand. Given the competing uses for road space, this increase is likely to best take the form of off-street as opposed to on-street parking in most parts of the central area.</p>	<p>Noted.</p> <p>See Implementation Plan Activity 11.</p>
99	Rather than building new car parking buildings, innovative schemes such as shared parking arrangements should be pursued (eg where spare spaces in private residence/office car park are commercially leased to the Council for public access - security issues would need to be taken into account.) We would support Council increasing its 'facilitator' role in this regard.	<p>Noted.</p> <p>See Implementation Plan Activity 6.</p>
99	We strongly support increased investment in and facilitation of public transport. Increasing the provision of peak hour public transport, particularly buses, would reduce the demand for commuter parking (as well as peak hour congestion).	Noted. This is being pursued at City and Regional Council levels.
99	Reducing the demand for off-peak, shorter-term parking (shopping etc) with increased numbers of off-peak buses would be harder to achieve because shoppers have a preference for cars. While we recognise the asset utilisation issues around the lumpy/peak-hour nature of public transport (ie it may be uneconomic to buy and run buses which are only being used at peak times), ultimately increased public transport is the key to resolving both parking shortages and congestion in the central area.	Noted.
99	Where the Council deems on-street car parks need to be removed to facilitate bus priority lanes (or whatever), new spaces in the same vicinity at the same price should be created to compensate. In doing so it should be borne in mind that on-street parking is often more convenient than off-street.	Noted. Parking off-set will be investigated and acted on as far as practical as part of the Bus Priority scheme
99	We are also opposed to removing on-street parking spaces in the central city for security reasons, conversion to seating areas and urban parks, etc without new spaces to compensate. Adequate provision for servicing vehicles and taxi stands would also need to be continued.	Noted. Council will continue to assess these requests on their own merits.
99	<p>Overall Principles of the Parking Policy In general, we support the overall principles and location specific policies set out in the Draft Parking Policy. However we do have some concerns.</p>	Noted.

Appendix 4

99	<p>A key element of the draft policy is that the Council should aim to manage on-street parking so that 15% of spaces are always vacant. The draft policy says that this conforms to international best practice ensuring that turnover and ability to find a park are balanced.</p> <p>Table 2 of Appendix 4 of the report considered by the Strategy and Policy Committee on 19 April 2007 is reproduced below. The table shows low vacancy rates (excess demand) in the weekends and parts of the CBD during the week (Lambton Quay, Civic Area and The Terrace). It also shows very high vacancy rates on the outer edges of the central area. We understand the average applied across all locations and times of day is close to the optimal 15%.</p> <p>It is not clear from the document whether the 15% target would be applied to individual locations or to the average. It would be difficult to achieve a 15% vacancy rate for the streets in the table above without some quite significant adjustments to either numbers of parks or fees (some up, some down). If it were to be applied to the total, there would be a lot of scope to reconfigure across locations (eg adjust fees and/or parks in Lambton quay to raise its vacancy rate, and do the opposite to Cable street to lower its.) We hope for more clarification of this in the final parking policy</p>	<p>Officers agree. The 15% vacancy rate will be used as an indicator to monitor effectiveness of the Council's management of the parking system, rather than as a target in its own right.</p>
99	<p>The low weekend vacancy rates are a consequence of the free two-hour parking. In order to address this, more enforcement is necessary. This is preferable to the reintroduction of charging.</p>	<p>Noted.</p>
99	<p>Location Specific Polices</p> <p>In principle, we support the broad policy directions for central area on-street parking. We make the following comments on points on 6.1.1 b) and e).</p>	<p>Noted</p>
99	<p>6.1.1 e) We agree that an important role for the golden mile is a corridor for public transport, walking and cycling to support the retail and commercial centre. However we would not support moves to prohibit or reduce private vehicle use (whether by parking mechanisms or other means).</p>	<p>Noted.</p>
99	<p>6.1.1 b) As alluded to earlier, it is unclear whether the 15% vacancy rate would be an average target or a target for different locations. The only way to achieve the latter would be to further adjust meter pricing for different streets across town. (Adjusting the number of parks would make it achievable but this would also have significant implications.) If it is to be an average target, we note that if there is a reduction in overall spaces or an increase in demand, price increases will be necessary to maintain the vacancy rate.</p>	<p>Noted. As stated before, the 15% vacancy rate will be used as an indicator to monitor effectiveness of Council's management of the parking system.</p>
99	<p>Conclusion</p> <p>In conclusion we support the thrust of the policy and wish to be consulted on work on the Implementation Plan. We do not support a net reduction in numbers of car parks or increased fees and consider facilitation of public transport to be the key to reducing demand.</p>	<p>Noted.</p>

Appendix 4

100	<p>New Zealand Hotel Council</p> <p>NZHC members propose a review and resolution of the following issues: -</p> <p><u>Taxi Stand Location and Size of Stands</u> – our preference is to see a larger number of dedicated taxi stands placed in more strategic locations.</p> <p>It is desired to have more taxi stands of smaller size giving a greater and more optimal spread. From the perspective of the hotel guest it is vitally important that at any location a taxi stand is within a short walking distance and is easily identifiable. The current policy of WCC appears to be based on a small number of locations with larger stands capable of holding 7-10 taxis. The use of a small number of large stands means that patrons are often required to walk a long distance in order to find an available taxi. For example the closest dedicated taxi stand to the new Holiday Inn in Featherston Street, which is one of the largest hotels in the city, is at the Wellington railway station. This requires guests to walk a distance of around 700 metres which is also uncovered and unprotected against adverse weather.</p> <p>Large stands often become a meeting point of taxi operators who get out of their cars and talk together creating not only a bad look for visiting guests but also a traffic hazard for general motorists. Both of which are detrimental to the notion of a capital city geared towards the development of tourism.</p>	<p>Noted. This is a matter for the Implementation Plan.</p> <p>See Implementation Plan Activity 3.</p> <p>Noted. The Council works with the taxi industry through its Taxi Forum meetings to address such issues and this will also be addressed in the implementation phase.</p> <p>See Implementation Plan Activity 3.</p>
100	<p><u>Signage</u></p> <p>Given the limited available parking space within the Wellington CBD we would welcome consideration of using dedicated spaces for shared usage during peak periods and down times. A model used in Adelaide, South Australia, is to convert dedicated general parking areas to taxi stands in ‘non peak’ times. This would help ensure that taxis were both visible and available during times of high tourism and/or visitor demand such as when events and entertainment concerts are held.</p> <p>Clear and simple signage would assist general motorists. We would envisage such a system as the current limited loading zone during agreed periods.</p>	<p>Noted. Parking spaces in the Central Area during ‘off-peak’ times are provided to support the retail and commercial sector.</p> <p>Noted.</p>
100	<p><u>On-going Consultation</u></p> <p>New Zealand Hotel Council member hotels value the current consultation with the Wellington City Council and would welcome regular communication in areas of mutual interest.</p>	<p>Noted. Further consultation is planned and NZ Hotel Council will be included.</p>