

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee Rārangi Take | Agenda

9:30 pm Rāmere, 9 Here-turi-kōkā 2024

9:30 pm Friday, 9 August 2024

Ngake (16.09), Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



MEMBERSHIP

Mayor Whanau
Councillor Abdurahman
Councillor Calvert
Councillor Chung
Councillor Free (Chair)
Pouiwi Kelly
Councillor McNulty (Deputy Chair)
Councillor Rogers

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-499-4444, emailing public.participation@wcc.govt.nz, or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Koata Hātepe | Regulatory Processes Committee has responsibility for:

- 1) Naming places in accordance with the naming policy, except for regionally significant decisions.
- 2) Development contribution remissions.
- 3) Leases, licences, and easements.
- 4) Objections to classifications under the Dog Control Act 1996.
- 5) Suburb boundaries.
- 6) Traffic resolutions.
- 7) Temporary road closures.
- 8) Road stopping.
- 9) Approving the list of Resource Management Act commissioners and the associated appointment guidelines.

To read the full delegations of this committee, please visit wellington.govt.nz/meetings.

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the hui with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the hui.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness
I te ara takatū	To clear, to free the heart, the body
Koia rā e Rongo, whakairia ake ki runga	and the spirit of mankind
Kia wātea, kia wātea	Oh Rongo, above (symbol of peace)
Āe rā, kua wātea!	Let this all be done in unity

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the hui, where leave of absence has not previously been granted.

1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.4 Confirmation of Minutes

The minutes of the meeting held on 8 August 2024 will be put to the Koata Hātepe | Regulatory Processes Committee for confirmation.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the Koata Hātepe | Regulatory Processes Committee.

The Chairperson shall state to the hui:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent hui.

The item may be allowed onto the agenda by resolution of the Koata Hātepe | Regulatory Processes Committee.

Minor Matters relating to the General Business of the Koata Hātepe | Regulatory Processes Committee.

The Chairperson shall state to the hui that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent hui of the Koata Hātepe | Regulatory Processes Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any hui of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral, or electronic application to address the hui setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the hui concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 499 4444 and asking to speak to Democracy Services.

2. General Business

WADESTOWN CONNETION PROJECT - ORAL SUBMISSIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to asks that committee members recognise the speakers who will be speaking to their submissions regarding the Wadestown Connection Project.

Strategic alignment

2. The most relevant community outcomes, strategic approaches, and priorities for this paper include, urban form, environmental wellbeing, social wellbeing, engaging with the community, and transforming our transport system to move more people with fewer vehicles.

Relevant previous decisions

3. [Wadestown Connections Stage One – Traffic Resolution](#)

Financial considerations

Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

Risk

Low Medium High Extreme

Author	Tian Daniels, Democracy Advisor
Authoriser	Sean Johnson, Democracy Team Leader Andrea Reeves, Chief Strategy and Finance Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

Whakarāpopoto | Executive Summary

4. This report to Koata Hātepe | Regulatory Processes Committee asks that committee members recognise the speakers who will be speaking to their submissions regarding the Wadestown Connection Project.

Takenga mai | Background

5. Wellington City Council consulted with the community from Tuesday 28 May until Monday 24 June. During this time 633 submissions were received. 46 submitters confirmed their request to make an oral submission to the Koata Hātepe | Regulatory Processes Committee.
6. Details on the project can be found on the Wellington City Council Website: [Wadestown Connections | WCC Transport Projects](#).

Kōrerorero | Discussion

7. Attachment 1 comprises of the speakers' submissions.
8. The list of speakers and the page number of their submissions are provided at the end of this report.
9. If any further requests to speak are received, their written submissions will be circulated.

Ngā mahinga e whai ake nei | Next actions

10. Decisions on the Wadestown Connection traffic resolutions are scheduled to be considered at the meeting of Koata Hātepe | Regulatory Processes Committee on September 11 2024. The full submission document will be published alongside that meeting's agenda.

FRIDAY 9 ORAL SUBMITTERS

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Attachments

Attachment 1. [Wadestown Connection Project - Written Submissions](#)  

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Wadestown parking, bus and bike route proposal
Oral submitters feedback

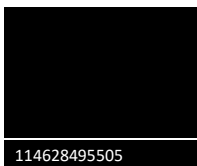
28th May - 24th June 2024

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Me Heke Ki Pōneke

Name	Suburb	Providing feedback as:	Page
Paul Melville	Wadestown	An individual	1
Rishen Maharaj	Wadestown	An individual	4
Carolyn Scaddan	Wadestown		10
Daniel Bognuda	Wadestown	An individual	15
Greg Hunt	Crofton Downs	An individual	18
Amy Russell	Wadestown	An individual	21
Stephanie Rountree		An individual	24
Fiona Beever	Wadestown	An individual	27
Mike Beever	Wadestown	An individual	30
Caroline Doust	Wadestown	An individual	33
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Patricia Fraser	Wadestown	An individual	39
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Jonathan Wild	Wadestown	An individual	67
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Dwain Hindriksen	Wadestown	An individual	73
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Alex Dyer	Wadestown	Cycle Wellington	79
Julian Warmington	Karori	An individual	82
Geoff Connor	Wadestown	An individual	85
Kristina Ryan	Wadestown	An individual	88
Jeroen and Anke Kole	Wadestown	An individual	92
Steve Mackle	Wadestown	An individual	96
Jeremy Verity	Wadestown	An individual	99
Lucy Stewart	Wadestown	An individual	102
Mark Antony Steelsmith	Wadestown	An individual	105
David Law	Wadestown	An individual	108
Qing Yang	Wadestown	An individual	112
Philip Berry	Wadestown	An individual	115
Paul Fuge	Wadestown	An individual	118
Morwenna Mitson-Grills	Wadestown	An individual	121
Catharine Underwood	Brooklyn	An individual	124
Dr Hugh Robertson	Wadestown	An individual	127
Mark Galvin	Wadestown	An individual	132
Duncan Smith	Wadestown	An individual	135
Kirsty Austin	Wadestown	An individual	138
Robert Tromop	Berhampore	Wadestown Medical Practice	141
Rosanna Keam	Wadestown	An individual	144
John Canty	Wadestown	An individual	147
Tristan-Cordelia Egarr	Wadestown	An individual	150

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024

Feedback



NAME: Paul Melville	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly oppose

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

Support reduced parking. Oppose bike lanes. Oppose speed limit restrictions.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?

Yes - I own a vehicle and park it in the area

What is your main relationship to Wadestown?

I live in the area

What parking do you have access to and/or use most of the time?
An off-street car park

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Neutral
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Neutral
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per household.	Support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Oppose
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Oppose
If you have any comments about proposed parking restrictions please provide them here:	
Reading the map, it appears my street (Sar St) will remain unrestricted. I would like Sar St to be residents / permit parking. Out of suburb people often drive onto the street, park, then walk or scooter into town. This clogs the street. I think making all the areas free parking in weekends would be best. The main issue is work days, and this would support people to have visitors.	

Do you have specific feedback on a specific street? If so, which street?
Sar Street Would like Sar St included in permit parking.

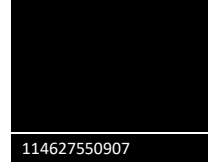
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Easier
Why do you think that?
My issue isn't so much finding a park, but driving safely. Restricting the number of cars parking on street will make driving easier safer and faster.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I regularly travel along this street
Do you have any comments to make about the proposed design for this street?
We don't need bike lanes. Easy to ride already as streets are suburban and drivers slow. It's over kill to spend money on bike lane here.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I regularly travel on this section of Wadestown Road
Do you have any comments to make about the proposed design for this section?
Don't need bike lanes here. Easy to ride already.

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Rishen Maharaj	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly oppose

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

I oppose the proposed changes to parking and the cycleway because they pose significant challenges and safety concerns for my family and the broader community. Both the parking restrictions and cycle ways add no benefit to the Wadestown residents, and only impact the commuter and cyclist that travel through the suburb. The introduction of parking restrictions will make it difficult to find convenient parking, forcing us to park far from our home and increasing the risk of traffic hazards, especially for families with young children. Additionally, the low number of cyclists using the road does not justify the substantial investment in a cycleway, which appears to be a waste of public funds and may be influenced by personal interests within the council. These changes threaten the community feel and charm of Wadestown, potentially driving families away and reducing accessibility to local businesses and medical facilities. Transparency and genuine consideration of community needs are essential before implementing such impactful decisions. Having to pay for parking permits due to commuters flooding into the area is deeply unfair and frustrating for residents. It feels unjust that we, as residents, are required to bear the cost and inconvenience of permits simply because commuters are

using our residential streets for parking. These restrictions not only limit our access to parking near our homes but also impose an additional financial burden on us. It undermines the fairness of access to public spaces, as residents are being penalized for a problem caused by external factors beyond our control. This situation highlights the need for solutions that prioritize the needs and rights of residents over those of transient visitors. Investing money into public transport infrastructure would be a more beneficial use of resources than pursuing changes like a cycleway and parking restrictions in our suburb. Enhancing public transport options could alleviate traffic congestion, reduce environmental impact, and improve accessibility for all residents, including those without vehicles or those who don't cycle. By prioritising reliable and efficient public transport, the community could experience broader benefits such as reduced commuting times, fewer cars on the road, and improved air quality. This approach not only addresses current transportation challenges but also lays a foundation for sustainable urban development, aligning with broader goals of enhancing community mobility and reducing reliance on private vehicles.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Not important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose

Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
<p>The council's approach to the proposal feedback process appears to be mere lip service, lacking genuine engagement with the community's concerns. It seems the council is not truly considering or addressing the input provided by residents. Many feel their voices are being ignored, with decisions being made based on pre-determined agendas rather than a thoughtful analysis of community feedback. This perfunctory consultation process undermines trust and suggests that the council is more interested in appearing responsive than in genuinely collaborating with the community to develop solutions that reflect residents' needs and priorities. The decision to make changes to the parking in the area makes no sense. These changes are driven by commuters coming to the area to access public transport. These commuters should be surveyed to understand why they park in the area, and an investment should be made to ensure they have better access to public transport, rather than travelling to Wadestown. The proposal for residents parking and a cycleway on our road appears to be driven by internal interests within the council, potentially benefiting certain individuals rather than serving the broader community's needs. Such initiatives raise concerns about conflicts of interest, as they might prioritize personal gains or specific agendas over public welfare. It is imperative for the council to transparently disclose any potential or perceived conflicts of interest to maintain public trust. By providing full transparency, the council can ensure that the decision-making process is fair, unbiased, and genuinely in the best interest of the entire community, rather than serving the interests of a select few. The decision to make changes to the parking in the area make no sense. They are driven by commenters coming to the area to access the public transport. These commuter should be surveyed to understand why they park in the area an investment should be made so that they have better access to public transport.</p>	

Do you have specific feedback on a specific street? If so, which street?
<p>Wadestown Road I live at [redacted] Wadestown road and currently cant park outside my property so park at the top of Blackbridge road. Given the hilly nature of the suburb, not all homes have the luxury of a parking space on the property and must rely on street parking. The proposal results in no parking in close proximity to my house, meaning I have to park far from my home. This is particularly difficult as I have a family with young children and must carry bags, prams, sports equipment, and groceries a long distance. Additionally, the closest proposed car parks would require me to enter the vehicle from the traffic side as there is no footpath, leading to safety concerns. Entering and exiting the vehicle, securing children in car seats, and general loading and unloading become more dangerous and time-consuming, increasing the exposure of children and parents to traffic hazards. Having to pay for parking permits due to commuters flooding into the area is deeply unfair and frustrating for residents. It feels unjust that we, as residents, are required to bear the cost and inconvenience of permits simply because commuters are using our residential streets for parking. These restrictions not only limit our access to parking near our homes but also impose an additional financial burden on us. It undermines the fairness of access to public spaces, as residents are being penalized for a problem caused by external factors beyond our control. This situation highlights the need for solutions that prioritize the needs and rights of residents over those of transient visitors. I live on this road and would not benefit from this parking restriction, rather I am negatively impacted. An investment should be made into public transport that would be more beneficial use of resources than pursuing changes like these parking restriction. Enhancing public transport options could alleviate traffic congestion, reduce</p>

environmental impact, and improve accessibility for all residents, including those without vehicles or those who don't cycle. By prioritising reliable and efficient public transport, the community could experience broader benefits such as reduced commuting times, fewer cars on the road, and improved air quality. This approach not only addresses current transportation challenges but also lays a foundation for sustainable urban development, aligning with broader goals of enhancing community mobility and reducing reliance on private vehicles.

Blackbridge Road I live at [redacted] Wadestown road and currently cant park outside my property so park at the top of Blackbridge road. Given the hilly nature of the suburb, not all homes have the luxury of a parking space on the property and must rely on street parking. The proposal results in no parking in close proximity to my house, meaning I have to park far from my home. This is particularly difficult as I have a family with young children and must carry bags, prams, sports equipment, and groceries a long distance. Additionally, the closest proposed car parks would require me to enter the vehicle from the traffic side as there is no footpath, leading to safety concerns. Entering and exiting the vehicle, securing children in car seats, and general loading and unloading become more dangerous and time-consuming, increasing the exposure of children and parents to traffic hazards.

Wadestown Road The implementation of parking restrictions will significantly limit access to local businesses and medical facilities in the area. Customers, clients, and patients who rely on convenient parking will find it increasingly difficult to visit these establishments, potentially leading to a decline in patronage for local businesses. Medical facilities, in particular, may see a drop in accessibility for patients who require regular visits, including those with mobility issues or urgent health needs. This reduction in accessibility can lead to negative economic impacts on businesses and disrupt the essential services provided by medical facilities, ultimately affecting the overall vitality and functionality of the community.

Wilton Road My children walk to school via Wilton road then up Purakau Ave. At the moment there is not pedestrian crossing at Wilton road, which is a school zone, for them to cross safely. A new pedestrian crossing, and speed bumps needs to be provided here at Wilton Road.

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?

Much harder

Why do you think that?

Reducing the number of available car parks and introducing residents-only parking will make it significantly harder for me to find a parking spot, let alone a convenient one. These restrictions limit the number of available parking spaces to residents, pushing visitors and service vehicles to compete for a smaller pool of spots. This competition will lead to increased congestion on neighbouring streets and make finding a park more time-consuming and stressful. Additionally, the limited parking can inconvenience guests and reduce the overall accessibility and convenience of living in the neighbourhood, as I will have to park further away from my home, impacting daily activities and routines. The addition of parking restrictions and long travel distances to access parking negatively affect the community feel and charm of Wadestown, turning it into a city/CBD suburb. This impacts the character of the suburb and will drive people and families out of the neighbourhood. Consequently, the area may attract more transient residents or individuals who prioritize proximity to the city over the suburban community atmosphere, potentially leading to a less stable and cohesive neighbourhood.

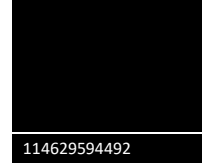
Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this street?
No valid reason has been provided for a cycleway. Having lived in the area for 8 years, while there are some cyclists, it is only a small number and not enough number to justify the investment. The council need to make available the cyclist volume numbers to the community. Given the low number of cyclists currently using the area such an investment would be a waste of public funds. Allocating resources to a cycleway that few people utilize does not address the more pressing needs of the community and lead to financial inefficiencies, as well as be costly to maintain. Furthermore, there are concerns that the push for this cycleway is driven by individuals within the council who stand to benefit personally from its implementation. It is crucial for the council to disclose any potential conflicts of interest to ensure transparency and maintain public trust. The community deserves to know if internal agendas are influencing decisions that should be based on broad public interest and actual demand.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live on this section of Wadestown Road
Do you have any comments to make about the proposed design for this section?
No valid reason has been provided for a cycleway. Having lived in the area for 8 years, while there are some cyclists, it is only a small number and not enough number to justify the investment. The council need to make available the cyclist volume numbers to the community. Given the low number of cyclists currently using the area such an investment would be a waste of public funds. Allocating resources to a cycleway that few people utilize does not address the more pressing needs of the community and lead to financial inefficiencies, as well as be costly to maintain. I live on this road and would not benefit from this cycleway, rather I am negatively impacted. An investment should be made into public transport that would be more beneficial use of resources than pursuing changes like this cycleway. Enhancing public transport options could alleviate traffic congestion, reduce environmental impact, and improve accessibility for all residents, including those without vehicles or those who don't cycle. By prioritising reliable and efficient public transport, the community could experience broader benefits such as reduced commuting times, fewer cars on the road, and improved air quality. This approach not only addresses current transportation challenges but also lays a foundation for sustainable urban development, aligning with broader goals of enhancing community mobility and reducing reliance on private vehicles. The road will become notably less safe due to its narrowed width which is unsafe for the amount of traffic that currently use the road. With limited space for vehicles to maneuver, especially in the presence of potentially a new cycleway, drivers face heightened challenges in maintaining safe distances and navigating smoothly. This congestion can lead to increased frustration and risks of accidents, particularly at intersections and merging points. These conditions not only compromise the overall safety of everyone using the road but also underscore the urgent need for thoughtful planning and infrastructure adjustments to mitigate these risks effectively. Furthermore, there are concerns that the push for this cycleway is driven by individuals within the council who stand to benefit personally from its implementation. It is crucial for the council to disclose any potential

conflicts of interest to ensure transparency and maintain public trust. The community deserves to know if internal agendas are influencing decisions that should be based on broad public interest and actual demand.

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Carolyn Scaddan	SUBURB: Wadestown	ON BEHALF OF:	ORAL SUBMISSION: Yes
------------------------------------	-----------------------------	----------------------	--------------------------------

Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly oppose

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

I strongly oppose this proposal, there isn't currently a problem and like the saying goes, if it isn't broken I have lived in Wadestown for nearly 15 years, nearly 14 on Barnard Street. WCC are trying to ruin Wadestown by inflicting this ideological proposal to limit our use of cars by making it difficult to own them, drive them, and by taking as much revenue from us as possible. It will make the lives of most residents with no off-street parking on the affected roads miserable by adding the huge stress of finding somewhere to park near to their home. When I asked a council official at the library drop in session about taking away people's parking and the difficulty of trades people parking nearby, he was very dismissive and basically said tough! This is what the council think of residents. If there's nowhere to park nearby how are older, infirm residents supposed to manage? What about people with babies and small children and all the stuff that goes with having a baby? What about when you've been shopping and have multiple heavy bags? What about if your car is stolen or broken into and it is so far away you don't hear the alarm? What will happen when insurance companies learn that cars aren't being parked on the street where a resident lives, the premiums will rocket. It will also just move the problem

to other streets that have less restrictions. This proposal is nothing but selfish. Most councillors drive cars, and I don't think they'd be rushing to implement it on their streets! The current information on some of the maps is inaccurate, no surprise there because the people making these proposals never leave their desks, they don't walk around our streets and assess the real-life situation! The picture of Hanover Street is ancient and shows a distorted view of the parking situation. Let the people who live in these affected streets decide, not the cycle lobby from anywhere in the country! There are not many cyclists using the route from Crofton Downs to Wadestown and I can't see there being a big increase in this a hilly suburb with often less than conducive weather, I know as I also ride a bike. WCC want to remove parking from outside our house on Barnard Street, but there is no logical reason to do this. Cars, lorries, fire trucks and ambulances can all get past easily as this issue was rectified about 9 years ago when yellow lines were painted on the bend. If anything, where there is parking on both sides of the road, it slows traffic and makes it safer for residents, children and pets crossing the road. Motorists often drive too fast after turning into Barnard and the parking on both sides before the bend slows them. There are plenty of passing spaces as some of the houses have drives and garages. Our road has a lot of young people who rent, who almost always have cars. The main problem is finding a space is in the evening, especially at weekends, this puts more pressure on parking than commuter parking and removing several spaces will just compound the problem. Someone suggested removing the pavement on one side of Hanover Street to make the road wider but were told that there was no budget for that! Yet the council will spend millions of dollars introducing this proposal when Wellington council is completely skint and cannot afford the basics, but they believe it's fine to keep thrusting these projects at us and they will just keep putting our rates up year on year to pay for it all, because they can. There's no empathy for residents who are struggling to survive when salaries are not increasing and many people in Wellington are losing their jobs. With regards to the proposed cycle lane, I don't believe there is space for passing buses and a cycle lane on Wadestown road or for cars and cycles on Blackbridge road. I don't think a cycle lane would get the use to warrant the cost of it. Someone mentioned previously that during a chat at the library the council official measured ten cyclists a day using the route. I think if this is implemented, as it no doubt will, because when does the council listen to residents, if we are charged for a permit, it should guarantee us a space, the fact that both spaces and the number of permits will be limited is unrealistic. How are people supposed to travel to work if they work outside of the city. The transport system is woefully lacking around Wellington. We don't all have three hours spare to travel to work, pick up children on foot or the bus. Only so much can be done on a bike, for example, not carrying heavy shopping. I encourage people to walk, cycle or use public transport where they can but it is not realistic to live in the modern age without a car unless you are single, childless, and live in the city. This is just the start; I am sure this will be rolled out across other Wellington suburbs and more wasted money. There is no data to support this change and I can see no benefits. Also, some of the questions are very badly written. "Do you support a maximum of two permits", well that could be read in one of two ways!

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Not important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
There are very few problems currently and there is no need for any change. The council would like us to think this is a reaction to commuter parking, but it is all about removing the ability for us to have cars and for those that do, we will be punished with a \$195 fee per car, and a reminder that this will go up and we are not guaranteed a permit! I think the idea is a ridiculous waste of our rates.	

Do you have specific feedback on a specific street? If so, which street?
Barnard Street As mentioned above, The proposal includes introducing P120 limitations and removing parking spaces on the first section of Barnard Street. The evenings, especially Friday and Saturday night are the times that it is most difficult to find a space, not during the day. Are we not

<p>supposed to have friends around to visit? There will be nowhere for anyone to park! I will add a huge amount of pressure to residents and cause friction. I believe this will also be the case on many of the other nearby roads where there is a proposal to reduce the number of spaces. There is absolutely no need to remove these spaces on Barnard. The current restrictions on your map are incorrect. I did point these out at a library drop in, but nobody has been bothered to correct them. There have been no accidents on this section of Barnard. I have lived here for almost 14 years, and since the parking restrictions were added on the bend opposite 53/55 there is no issue for HGVs, bin wagons and emergency vehicles to get through. If anything, having parking on both sides of the road slows cars down before the bend as many people drive into Barnard too fast. As we have step down onto the road this is dangerous and having parked cars at the bottom of the steps gives us some protection from cars. There are plenty of opportunities for vehicles to pass as there are plenty of drives and garages to pull across. WCC want to add yellow lines to many of the roads around Wadestown and it is unfair and unrealistic to not be able to park near to your house. What about the elderly and infirm? There are lots of elderly residents living in Wadestown. What about people with babies and small children? What about when we have heavy shopping? Have you considered the hardship you are putting on your voters? Cars are frequently tampered with and broken into at night-time and I want to be able to hear my car alarm should it go off.</p>
<p>Hanover Street I also think it is ridiculous for half the parking to be removed in Hanover Street when there is not a problem. I have friends living here with small children and babies, the council obviously have no consideration on how people actually live! Someone made a sensible suggestion about removing one of the pavements on Hanover to make the road wider and was told there was budget for that! Hanover and Barnard are both wider than 6 metres so should be exempt from the no parking restrictions.</p>

<p>Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?</p>
<p>Much harder</p>
<p>Why do you think that?</p>
<p>The proposal includes introducing P120 limitations and removing parking spaces on the first section of Barnard Street. The evenings, especially Friday and Saturday night are the times that it is most difficult to find a space, not during the day. Are we not supposed to have friends around to visit? There will be nowhere for anyone to park! I will add a huge amount of pressure to residents and cause friction. I believe this will also be the case on many of the other nearby roads where there is a proposal to reduce the number of spaces. There is absolutely no need to remove these spaces on Barnard. The current restrictions on your map are incorrect. I did point these out at a library drop in, but nobody has been bothered to correct them. There have been no accidents on this section of Barnard. I have lived here for almost 14 years, and since the parking restrictions were added on the bend opposite 53/55 there is no issue for HGVs, bin wagons and emergency vehicles to get through. If anything, having parking on both sides of the road slows cars down before the bend as many people drive into Barnard too fast. As we have step down onto the road this is dangerous and having parked cars at the bottom of the steps gives us some protection from cars. There are plenty of opportunities for vehicles to pass as there are plenty of drives and garages to pull across. WCC want to add yellow lines to many of the roads around Wadestown and it is unfair and unrealistic to not be able to park near to your house. What about the elderly and infirm? There are lots of elderly residents living in Wadestown. What about people with babies and small children? What about when we have heavy shopping? Have you considered the hardship you are putting on your voters? Cars are frequently tampered with and broken into</p>

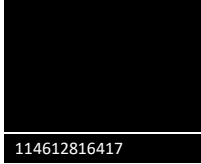
at night-time and I want to be able to hear my car alarm should it go off. I am sure this is just the start and it will be spread across all Wellington suburbs and if commuters park further out, then those streets will be restricted and having parking removed. There is very little parking in the village and the council just want to make our lives more difficult. I'm appalled by the proposal.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this street?
This proposal is crazy, there are very few cyclists using this route and there is unlikely to be many more. The terrain is hilly, it is frequently too windy and wet to ride. The road is too narrow to accommodate a cycle lane. Buses don't even go along Blackridge Road. The arrogance of expecting rate payers to pay for cycle paths for a small minority. Many cyclists are using ebikes which don't need dedicated lanes. A definite no to this!

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this section?
Motorist should drive to the conditions not to the maximum speed limit. Many of the roads around Wadestown have a 50 speed limit but you can struggle to do 25 because we drive safely.

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



NAME: Daniel Bognuda	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Neutral

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Neutral

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Neutral

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

There are some positive changes that can improve traffic flow, but removing critical car parks for residents removes the ability to live freely. Blackbridge Road only has one side the street with a sidewalk, this should be where people should be allowed to park their cars. Imagine walking groceries, or animals, or a baby from another street all the way to your house because you the right to park outside your house has been removed.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
What parking do you have access to and/or use most of the time?

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

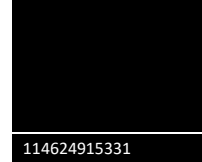
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live on this street
Do you have any comments to make about the proposed design for this street?
There are lots of families on Blackbridge Road that have more than one car and limited off street parking. My partner and I have elderly parents that visit us who park outside our house. Taking away parking on Blackbridge Road means they have to struggle to walk from another street or not visit at all. You are taking away freedom to visit. Putting a yellow line going down Blackbridge Road to prevent parking on that side makes sense. Placing speed bumps at the top, middle and bottom of Blackbridge Road makes sense. The issue we have with Blackbridge Road is not the size of the road, its how fast people drive. I have seen close calls due to speed. I have also seen traffic move freely up and down the road giving way when they need. If you remove parking at the top of Blackbridge Road so vehicles can safely exit the street and the same at the bottom of Blackbridge Road so vehicles can safely enter the street, in conjunction with the speed bumps, the street will be safe enough for all modes of transport, and also provide residents the ability to park outside their homes, that they have paid a lot of money for. Anything more than this removes our rights to live the lifestyle we pay for.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this section?
I still do not see where cars are able to park. If you remove all carparks from Wadestown shops to Churchill Drive, where are cars supposed to park??

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Greg Hunt	SUBURB: Crofton Downs	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? *These include all changes in the traffic resolution TR56-24.*

Strongly support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

E-bike

Do you have any comments to make about the overall proposed scheme?

Overall, the area under consultation is one of the most congested in Wellington for what is a significant transport corridor. The proposed changes will make the journey easier and safer for motorists and cyclists with minimal impact to most homeowners whom already have access to off-street parking.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
No - I don't own or use a vehicle in this area.
What is your main relationship to Wadestown?
I regularly travel through the area
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Support
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Support
A maximum of two resident permits per household.	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly support
Allowing all households in the area to get a number of free day passes for visitors.	Don't know
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Neutral
If you have any comments about proposed parking restrictions please provide them here:	
Council should assess the need for on-street parking permits based (in part) on the available off-street parking for each property. For example, homes with double garages/off-street parking should receive a lower priority than homes with none.	

Do you have specific feedback on a specific street? If so, which street?	
Hanover Street	The road between Hanover and Leslie is wide enough to incorporate additional parking on the downhill side.
Wadestown Road	Wadestown Rd between Lytton and Leslie is by far the most high-risk area for both cyclists and motorists. Cars parked on the up and downhill direction force traffic into opposing lanes. When travelling downhill cars often veer into the uphill lane with little time to react. Have seen evidence of several incidents in the past, and have had several near misses myself on the bike.
Blackbridge Road	Most homes appear to have 1-2 car garaging available. Many have parking for visitors. This should reduce/negate the impact of removing off-street parking.

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
No change
Why do you think that?
Assuming that P120 areas do not apply to main Wadestown shops between 8am-8pm

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly support
What is your main relationship to this street?
I regularly travel along this street
Do you have any comments to make about the proposed design for this street?
As per previous comments, this will make the journey safer for both cars and bikes, with limited impact to residents (presuming they use their garages for the storage of their vehicles).

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly support
What is your main relationship to this street?
I regularly travel on this section of Wadestown Road
Do you have any comments to make about the proposed design for this section?
As per previous comments, this will make the journey safer for both cars and bikes, with limited impact to residents (presuming they use their garages for the storage of their vehicles).

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback

114618073569

NAME: Amy Russell	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? *These include all changes in the traffic resolution TR56-24.*

Support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Don't know

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Don't know

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Neutral

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

My main plea is that you do an evaluation in (say) six months' time and see how residents are faring. Compared to other parking and traffic management changes I've been involved in (and in 40 years living in Wellington, that's a fair few), this feels like it has a very high level of uncertainty about how people will respond behaviourally and what it will mean for residents. It's changing multiple things at once, and the effects will be dynamic and unpredictable. Given new behaviour will emerge, there's a small chance you'll get the best possible solution on your first crack at the changes, no matter how carefully you plan them. Evaluating impacts, for example by surveying residents six months down the line about how often they're not able to find parks / how many visitor permits they've needed, will let you know whether you're getting the desired results, and identify any finessing that may be needed. A second comment is that my partner's car was nearly towed recently for parking in front of our own garage. (The tow company claimed that someone complained, but given my partner was home at the time and no one came and knocked, we don't see who possibly could have. It could not plausibly inconvenience anyone but us. We think the towing company was just out scouting for \$\$.) I know

parking on the street across your own garage door is technically illegal (it counts as parking across a driveway, even when the garage opens directly onto the footpath, as ours does), but it's clearly bananas to forbid it, as the rationale for "not blocking access to emergency services" does not apply in these circs. As a result of the towing threat, my partner now takes up a car park on our street instead of just parking in front of the garage as we'd been doing for the previous eight years! Some of our neighbours (including the one who alerted us to the tow truck!) have started doing the same, for fear of being towed. If WCC were to issue guidance that it's okay to park on the road across your own driveway where this coearily does not inhibit access for emergency vehicles, I think that would make more parks available than is currently the case. Thank you, and good luck assimilating all the feedback you get from people with a variety of strongly held and contradictory views!

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	

The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

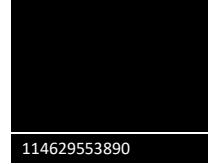
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Stephanie Rountree	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Neutral

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Neutral

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

These proposed changes will only push the commuter parking problem into Wilton’s narrow streets. This problem could be solved by Wellington having dedicated commuter parking areas at bus terminals. The increasing number of delivery vans will have nowhere to park in the no stopping streets. Many of the streets, like Lytton St, which will have to take the increased local parking load because of a nearby no stopping street, are in poor condition with inadequate tarmac, kerbing, and lighting. The parking needs of the elderly and disabled seem to be overlooked.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	
These restrictions are short-sighted and will only push commuter parking to the suburb of Wilton which also has narrow roads. Council needs to think about creating dedicated car parking areas for commuters at bus terminals, such as in urban areas of Europe.	

Do you have specific feedback on a specific street? If so, which street?	
Wadestown Road Removing the three car parks just past the Lytton St bus shelter will make parking for elderly or disabled visitors in the area impossible as Lytton St is very steep and there is no other option. These three car parks should have a 120min restriction for such visitors.	
Lytton Street This street is steep and narrow with very sharp bends. It needs to be considerably improved if it's to take the full weight of visitor, tradespeople and permit-holding parking in this area.	

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback

114629676299

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Fiona Beever	Wadestown	An individual	Yes

Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Walking

Do you have any comments to make about the overall proposed scheme?

Given the stated aim of the parking changes is to make it easier for residents in households with one vehicle who aren't able to park off-street, to park nearer to their homes we are exactly the kind of household that should benefit from the proposal. Unfortunately, the current proposals won't deliver the outcome sought for our four person, one car household, with no off-street parking.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per household.	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
I agree with the objective to make it easier for residents in households with one vehicle who aren’t able to park off-street, to park nearer to their homes. We live in Pitt Street where residents in multiple car households and non residents often restrict us being able to park near our home.	

Do you have specific feedback on a specific street? If so, which street?
Pitt Street We live at [redacted] Pitt Street which is the only house at the upper end of Pitt Street (from Rankin St onwards) which does not have off-street parking. We have 1 car, walk to work, have school age children and only use our car outside of work hours: before 8am and after 6pm during the week - often in the dark during winter. Many householders at this end of Pitt Street have more than 1 car and, as a result, it is already difficult to park near our house. The reduction in car parking spaces, and fact that they will still be unrestricted spaces, will mean that in reality we will often not be able to find a space near our house. The proposed P120 spaces which we, as residents, will be able to park in for as long as we like, are not near our house and will be in high demand from other households in the neighborhood, many of whom have more than 1 car. It is our concern, that as a household that has 1 car and lives in the only house on this part of Pitt Street not to have access to off street parking will be negatively impacted more than other residents. As a resident, this is very negatively impacting us with strangers & nonresidents still able park in our street, when there is a high chance that we will not be able to park in our own street, when we do not have off street parking available. There will be limited benefit to actually

having a resident permit, as we will have to walk quite a way to find a space where it benefits us. We would recommend all parking in this part of Pitt Street to be restricted to residents only, with permit numbers restricted to one per household. We further recommend that those of us with no off-street parking are prioritised with an allocated spot.

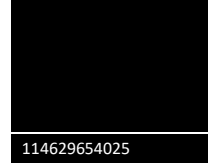
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?
A combination of reducing the supply of parking spaces and the large demand for parking from residents in multiple car households means the challenge of finding parking space will become harder. We are a single car household with no off-street parking and based on the current proposal, on a daily basis, we will be competing for the reduced number of parking spaces with all the multi car households.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Mike Beever	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Walking

Do you have any comments to make about the overall proposed scheme?

Given the stated aim of the parking changes is to make it easier for residents in households with one vehicle who aren't able to park off-street, to park nearer to their homes we are exactly the kind of household that should benefit from the proposal. Unfortunately the current proposals won't deliver the outcome sought for our four person, one car household, with no off street parking.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per household.	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
I agree with the objective to make it easier for residents in households with one vehicle who aren't able to park off-street, to park nearer to their homes. We live in Pitt Street where currently residents in multiple car households and non residents often restrict us being able to park near our home.	

Do you have specific feedback on a specific street? If so, which street?
Pitt Street We live at [redacted] Pitt Street which is the only house at the upper end of Pitt Street (from Rankin St onwards) which does not have off-street parking. We have 1 car, walk to work, have school age children and only use our car outside of work hours: before 8am and after 6pm during the week - often in the dark during winter. Many householders at this end of Pitt Street have more than 1 car and, as a result, it is already difficult to park near our house. The reduction in car parking spaces, and fact that they will still be unrestricted spaces, will mean that in reality we will often not be able to find a space near our house. The proposed P120 spaces which we, as residents, will be able to park in for as long as we like, are not near our house and will be in high demand from other households in the neighborhood, many of whom have more than 1 car. It is our concern, that as a household that has 1 car and lives in the only house on his part of Pitt Street not to have access to off street parking will be negatively impacted more than other residents. As a resident, this is very negatively impacting us with strangers & nonresidents still able park in our street, when there is a high chance we will not be able to park in our own street,

when we do not have off street parking available. There will be limited benefit actually having a resident permit, as we will have to walk quite a way to find a space. We would recommend all parking in Pitt Street to be restricted to residents only, with permit numbers restricted to one per household. We further recommend that those of us with no off street parking are prioritised with an allocated spot.

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?

Much harder

Why do you think that?

A combination of reducing the number of parking spaces and the large demand for parking from residents in multiple car households means the challenge of finding parking space will become harder. We are a single car household with no offstreet parking based on the current proposal on a daily basis we will be competing for the reduced number of parking spaces with all the multi car households.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?

What is your main relationship to this street?

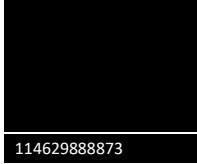
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?

What is your main relationship to this street?

Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



NAME: Caroline Doust	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Oppose

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Not important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Not important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
What parking do you have access to and/or use most of the time?

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

I strongly oppose the proposed parking scheme and the new bicycle lane for Wadestown.

In order to evaluate such a proposal you need to know the extent of the problem being solved, the cost of the proposal and opportunity cost of the proposal i.e. what will not be done to fund the proposal, fixing the water infrastructure comes to mind here. You also need to know the likely impact on residents.

When I attended one of the information sessions at Wadestown Library I asked about the problem being solved and all that was presented to me was that 3 times in the last 5 years emergency vehicles could not park outside properties, utility trucks sometimes had difficulties in some streets (unquantified and no examples of people not being serviced as a result) and some residents had problems with commuter parking. To solve such a problem point solutions would be more appropriate than a wholesale reworking of the parking in half of Wadestown.

It also became apparent that the council did not understand the likely impact of these plans. The representatives could not answer such basic questions as the number of parked cars in the affected areas on a particular day, nor could they tell us the percentage of parking to be lost. Since it is apparent that they did not know what percentage of cars were commuters rather than residents they can have no idea what the impact of these changes on residents will be. For instance how far residents will have to look from their homes in order to find parking.

When I asked what would happen if the planned changes drove resident parking into surrounding areas I was told that the scheme may be expanded into the rest of Wadestown in a year or so, presumably to help the residents displaced by the current scheme. I.e reinforcing failure with further failure.

Given the huge restrictions on parking to be implemented by this proposal and the paucity of information on its impact and the fact that what was a free service will now initially cost \$195 per year, if it is available, it is apparent that the proposal will result in a significant disservice to Wadestown residents. It should therefore be discarded.

Now I come to the proposed bicycle lane.

Firstly it will likely create a major parking problem for the people in the affected streets. Secondly it will permanently narrow the streets concerned ironically making any problem for emergency vehicles worse. Superficially it may be thought that removing parking on one side of the street would more than compensate for the cycle lane but the difference is that now if people need to spread to allow emergency vehicles through they can dive into vacant parking sites on both sides of the street leaving a wider area in the centre for emergency vehicles to pass. This will no longer be possible in future. I understand that from one of the councillors that this problem has already been encountered where the council has added cycle lanes to relatively narrow streets. So the primary justification for the parking restrictions has already been undermined by experience elsewhere in Wellington.

Secondly there are problems with these narrow single file bollard isolated lanes themselves in that if the council succeeds in forcing more people onto bicycles the lanes will be blocked by the slowest cyclists which currently can be overtaken on the shared road.

A possible compromise here would be to create priority lanes without bollards for cyclists that can only be used by cars to allow emergency and utility vehicles to pass but could also allow cyclists to move temporarily out of the cycle lane to pass slower cyclists.

I make the above suggestion to apply only in the event that the council insists on implementing the cycle way. I still believe that the costs imposed on the residents of the roads impacted are such that the cycle way should not be implemented at all. The funds would be better directed to fixing the water infrastructure.

In general terms it seems that this council continues to spend ratepayer money on projects that disadvantage most ratepayers. As a result it needs to continuously hike rates and add service fees for services previously provided by rates. I have discussed this in my previous submission on the long term plan which I have copied below. In particular the Council disadvantages older residents and those on fixed incomes in order to provide free extremely expensive services to a small minority. In doing so I believe that the Council is failing in its duty to work for all residents.

Caroline Doust

My concern with the long term plan is that it effectively discriminates against superannuants and other low income earners. Rates are a regressive income independent form of taxation and

so harm low income people such as superannuants far more than the wealthy. Therefore I am surprised that a nominally left local government is intending to push ahead with further large increases on top of already huge increases in the last couple of years. A refocussing of the council's priorities is needed to be able to reduce such increases.

As an example of the disproportionate impact of these increases, currently a third of my superannuation goes on rates and verge parking fees. Assuming an annual superannuation increase of 5% per annum over the next 10 years (a generous assumption) the projected rate increase will still be 1.7 times the superannuation increase so that third will become closer to three fifths in 10 years. This is clearly unsustainable and will increase the rate of superannuants being forced to move out of Wellington. If this is not the intention rates cannot be allowed to rise in such manner.

Also, a significant proportion of the projected rates increase seems to be directed to matters that provide only disbenefits to most of the older population, for example cycleways and parking spot removals. While the facilities that do benefit this population namely community centres, pools and libraries are under threat of closures or service reductions. This further reinforces the effective discrimination against older people.

Given that there seems to have been little uptake of cycleways to date it would seem that an indefinite pause on further actions of this kind would be appropriate. This only acknowledges that, unlike cities where cycleways are popular, Wellington is both hilly and windy with frequent inclement weather making mass use of cycleways very unlikely.

Similarly I have been unable to park in the CBD the last two times I have tried to due to the loss of parking spaces. Whilst I understand the idea is to force people to use public transport it is often a considerable distance from home and unsuitable when significant purchases must be carried or when people are less mobile.

City beautification efforts should similarly be put on hold. Wellington is a lovely city just as it is.

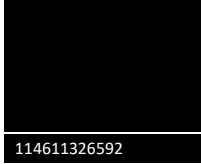
I would also encourage the council to consult with the national government on revisiting the earthquake building strengthening requirements. Given that there have not been any fatal building failures in Wellington due to earthquakes and the only serious loss of life in New Zealand was the collapse of a below previous standard building in Christchurch it may be that the new standards are creating an unnecessary burden on the council and the community. A partial rollback for existing buildings could potentially result in substantial savings.

In my view, council money would be better addressed to repairing our water infrastructure. There would be no shortage of water in Wellington if that were done. Indeed given that we are told 44% of our water is currently lost in distribution repairing the pipes would mean that we could meet a more than a 70% increase in demand if the pipes were fixed. There would then be no need for charged water metering which will effectively be a further increase in council fees.

The above suggestions would allow for reductions in the rate increases and so reduce the effective discrimination against superannuants and other low income earners that the current plan entails.

Caroline Doust

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Purvai Gupta	Wadestown	An individual	Yes

Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Bus

Do you have any comments to make about the overall proposed scheme?

My main concern is the annual fees for the parking permits as it is additional financial costs for people who will already be faced by higher transport cost from 2025.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly support
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per household.	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly support
If you have any comments about proposed parking restrictions please provide them here:	
<p>Wadestown is an increasingly popular renting area. Wellington already has a housing crisis on its hand. In between all of this, restricting the permits per household will only increase costs for the population of tenants with zero burden on land and house owners who have not provided for any off street parking. The landlords who do not even live in the area often don't bear any responsibility for upkeep of their properties and locality and leave it up to the tenants to uphold the quality of community. At the same time, they're allowed to evict us at any time. Tenants living with several individuals (flatmates) are you so because of a housing crisis and unaffordable renting, I don't think they should also have to bear additional financial burden to get permits for vehicles given that they didn't build or own the houses they're residing in.</p>	

Do you have specific feedback on a specific street? If so, which street?
<p>Wadestown Road I'm on a strip of Wadestown Road between Leslie Rd and Lytton street. The entire road is proposed to become a no stopping zone. I live with 3 others and a total of 2 cars in the household - the cars cannot be shared because we're flatmates and not a family unit. Whatever limited parking space we currently have is proposed to become no stopping zones. Additionally, the proposed changes mean we need to pay additional annual fees to get permits for the house while we are already faced with increased Rego and petrol prices from next year. The main reason for a parking issues in Wadestown is the commuters who park their vehicles in unrestricted parking areas for the entire day just to catch public transport from here. I don't think</p>

the residents should bear the burden of not enough parking spots being available by having to buy an annual permit.

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?

Much harder

Why do you think that?

I live with 3 others and a total of 2 cars in the household - the cars cannot be shared because we're flatmates and not a family unit. Whatever limited parking space we currently have is proposed to become no stopping zones. Additionally, the proposed changes mean we need to pay additional annual fees to get permits for the house while we are already faced with increased Rego and petrol prices from next year. The main reason for a parking issues in Wadestown is the commuters who park their vehicles in unrestricted parking areas for the entire day just to catch public transport from here. I don't think the residents should bear the burden of not enough parking spots being available by having to buy an annual permit.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?

What is your main relationship to this street?

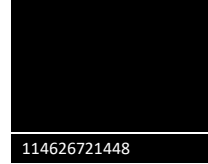
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?

What is your main relationship to this street?

Do you have any comments to make about the proposed design for this section?

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Patricia Fraser	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Neutral

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Neutral

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Support

What is the main way you travel through or around Wadestown?

Walking

Do you have any comments to make about the overall proposed scheme?

I strongly support some changes but am concerned about the effects on some residents, so cannot fully endorse the changes.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Support
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Support
A maximum of two resident permits per household.	Don't know
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Oppose
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

Wadestown Area Changes: Comments

I support the development of bike lanes throughout Wellington. I think they should take into account the issues they can create for those along their routes, to mitigate as far as possible any difficulties they create for residents. These views inform my comments below.

Allocation of Resident Parking permits

“Any dwelling with a driveway or garage kerb ramp would be deemed to have off-street parking because a ramp prevents anyone else parking on this part of the street.”

It should be clearly stated that this would not apply anywhere with no stopping lines, unless there is space for a vehicle to safely park off the road. A ramp does not prevent anyone from parking on a stretch of road where stopping is not allowed.

There exist kerb ramps where presumably there was once a garage or access to parking but that now lead nowhere, with no off-road space to park a vehicle.

“Garages would count as off-street parking even if the garage is being used for other purposes like storage or is too small for an owner’s current vehicle.”

Size is not the only reason for not parking in a garage. The reason we have never parked in our garage is not because of its size but because it opens right onto a bend of a busy, rather narrow winding road. Drivers from both directions don’t have time to stop safely on seeing a car exiting, meaning it’s not possible to safely back a car in or out.

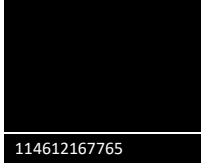
We own one small car, and it could fit in our garage, although the inside space tapers in so is smaller than would appear from the street. After we bought the house we did investigate enlarging the garage, to have space for our bicycles as well as a car, and to safely exit further away from the corner, but the engineer recommended to us advised against it as it could compromise the safety of the house in event of an earthquake. Street parking has been the only option in the 30 years we have lived here.

In earlier consultations, Resident Parking was suggested as a way to ensure households on the strip of road 163-177 Wadestown Road would be assured of a park near their house. We have no safe off-street parking space, yet we are rated 7th out of your nine allocation levels, so might miss out if demand is high. Please consider making changes to your allocation policy to take into account safety issues like the one we face.

P120 163-177 Wadestown Road

There is rarely a shortage of space for parking during weekends. And while most parks are usually occupied during week nights, there are enough for locals in this area. We think weekday 8:00-5:00pm would prevent any commuter parking, and would prefer this to your suggested 8:00am-8:00pm.

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Jesse Koorey- Slow	Wadestown	An individual	Yes

Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Don't know

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

I think you are jumping at shadows with the parking, but need to be more specific around areas that are nearer the city or a major bus stop. Get some proper data of vehicles to back up your decision making, otherwise it is just a noisy few that shouldn't be speaking for the wider majority. Most parking issues are easily resolved by residents. Extending the 30km zone down past the library into town would be positive.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Moderate importance

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)An off-street car park

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Oppose
If you have any comments about proposed parking restrictions please provide them here:	
The \$200 cost per permit is a large cost for a young family with 2 cars. We live at [redacted] Pitt St, and we will sometimes stray into the P120 zones. We also have elderly parents up the road, and trying to get both cars permitted is a big cost. What about \$70 or something?	

Do you have specific feedback on a specific street? If so, which street?
Pitt Street Is there actually an issue? what data do you have? The biggest issue affecting lower Pitt St (church>north) is the lack of off street parking for the residents on the walking part of Weld/end of Fernhill Tce. Every now and then we get some weekend parkers who leave a car for a week, but generally the locals find out whos it belongs to, or leave a not to advise the person of the annoyance. The start of Fernhill tce, surely the 3 parking spaces can extend down the hill further? Like what occurs anyway, and majority of residents don't care. Cost of permit's seems excessive for a young family.

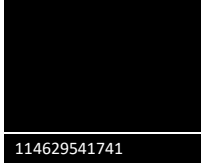
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
No change
Why do you think that?
Is there clear evidence and data of cars parked in Wadestown being commuter cars? Most cars I see I know who owns them and they are locals. I also have friends who live just outside the permit zones, and in order to come and visit me, it's a faff trying to get permits etc. We are a small neighbourhood with limited issues on parking. A few noisy 'Karens' speaking up, doesn't mean the majority have an issue. If the 'Karen's' engaged in normal dialogue in person or on street whatsapp groups they would realise generally there are no issues. The worst issues occur when the parking wardens come up and disturb how our suburb operates.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



NAME: Robert Collinge	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Neutral

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Neutral

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Neutral

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

Refer to my comments on the street specific response

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per household.	Support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly support
Allowing all households in the area to get a number of free day passes for visitors.	Neutral
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Oppose
If you have any comments about proposed parking restrictions please provide them here:	
<p>- I have a mobility parking permit, and live in [redacted] Orchard Street WITHOUT road access or parking. - I request that Orchard Street be included as P120 permit exempt. It includes the street parking in the section between 23 to 33 Orchard Street - It is not enough to only make surrounding Sefton Street P120 permit exempt because it will mean all non-resident vehicles will just park in Orchard Street, affecting residents in Orchard Street without parking. I already find it difficult to go out daily, and it will be worse if Orchard Street is not a P120 permit exempt street. - We already see lots of cars from non-residents parking in Orchard Street recently since bike lane was installed in Wadestown Road (with the original parks along the road removed). We can tell they are from non-residents as we know generally which cars are our neighbours' ones - I've district nurses and health care people coming to my home to visit my medical conditions. They all said it's difficult to find parking and had to walk with medical supplies. P120 will be sufficient and ensure fair use of parking from different service vehicles. - It happens a few times that some people abandoned doggy cars in Orchard Street for weeks until they could be towed off. If Orchard Street was not P120 permit exempt, it would make similar situations more frequent as anyone could park here and no warden would spot this kind of situations - Also, I suggest a 'tiered' exempt permit fee structure, e.g. for the first (or first two) exempt permit(s) of each household, the standard annual charge applies, but for additional ones, a higher annual charge is incurred. It will make people think twice if they really need so many cars, good with environmental protection - I'm happy to be contacted to talk more (Robert Collinge - phone [redacted])</p>	

Do you have specific feedback on a specific street? If so, which street?

Orchard Street- I have a mobility parking permit, and live in [redacted] Orchard Street WITHOUT road access or parking. - I request that Orchard Street be included as P120 permit exempt. It includes the street parking in the section between 23 to 33 Orchard Street - It is not enough to only make surrounding Sefton Street P120 permit exempt because it will mean all non-resident vehicles will just park in Orchard Street, affecting residents in Orchard Street without parking. I already find it difficult to go out daily, and it will be worse if Orchard Street is not a P120 permit exempt street. - We already see lots of cars from non-residents parking in Orchard Street recently since bike lane was installed in Wadestown Road (with the original parks along the road removed). We can tell they are from non-residents as we know generally which cars are our neighbours' ones - I've district nurses and health care people coming to my home to visit my medical conditions. They all said it's difficult to find parking and had to walk with medical supplies. P120 will be sufficient and ensure fair use of parking from different service vehicles. - It happens a few times that some people abandoned doggy cars in Orchard Street for weeks until they could be towed off. If Orchard Street was not P120 permit exempt, it would make similar situations more frequent as anyone could park here and no warden would spot this kind of situations - Also, I suggest a 'tiered' exempt permit fee structure, e.g. for the first (or first two) exempt permit(s) of each household, the standard annual charge applies, but for additional ones, a higher annual charge is incurred. It will make people think twice if they really need so many cars, good with environmental protection - I'm happy to be contacted to talk more (Robert Collinge - phone [redacted])

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?

Much harder

Why do you think that?

I have a mobility parking permit, and live in Orchard Street WITHOUT road access or parking. The current proposal, which doesn't include Orchard Street to be P120 permit exempt, will make it even harder for me to park because of the reasons I mentioned in the 'street specific' feedback

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?

What is your main relationship to this street?

Do you have any comments to make about the proposed design for this street?

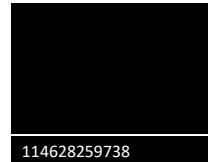
Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?

What is your main relationship to this street?

Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024

Feedback



NAME: Pete Young	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly oppose

What is the main way you travel through or around Wadestown?

Manual bike

Do you have any comments to make about the overall proposed scheme?

pretty dumb idea to make life hell for car drivers and put everyone under 120 minute anxiety when they're just trying to visit friends and relatives, while saying that you're trying to "help" cyclists. I'm all for the cyclists, but the way to deal with bad drivers is instant fines, demerits and disqualification. We're surveilled down to our every draft keystroke anyway, so why not get some undercover traffic cops and cameras out there to do something actually worthwhile. It's the same arrogant arras-hoes knocking over little old ladies and kids as well as cyclists, so why not save the massive ratepayer expense of these phoney revenue-grabbing projects and use tech to get those bad drivers off the roads for good

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback

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NAME: Bob White	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? *These include all changes in the traffic resolution TR56-24.*

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

The proposals for western Wadestown are an overreaction to a few discrete issues that could have been addressed using routine changes to parking spaces.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Moderate importance

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?

Yes - I own a vehicle and park it in the area

What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)An off-street car parkA garageGarage is an encroachment licence

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
The scheme is an expensive and cumbersome overreaction to one or two spots where existing parking is blocking buses and traffic, ie Leslie St to 140 Wadestown Rd, and Blackbridge. The number of commuters parking here near Wadestown Rd is minimal and not a problem.	

Do you have specific feedback on a specific street? If so, which street?
Wadestown Road See above

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?
We have carparks, but the impact on friends and family as visitors, tradespeople, guests staying overnight etc. will be disastrous for this location. The parking map shows no on street parking within 300 metres of my home, and that is short term and likely to be sparse. Hanover St is at least 300 metres and up hill, and all short term. Margaret St has 3 short term parks and is 150 steps and a 30m incline away. Lytton St is already crowded with residents and will have a few

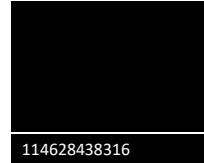
short term parks, leaving Mairangi Rd and 500m and 50m elevation away. Wilton Rd is at least 500m away and will be full of cars from Blackbridge Road. This will be very difficult for my daughter and son in law and her newborn baby to visit, also my 88 year old father in law, my friend who had spina bifocal as a child and uses either a wheelchair or crutches, furniture movers and delivery vehicles, etc. As drawn the combination of cycle lanes and complete absence of car parks in this locality will have an extremely detrimental effect for my use and enjoyment of this property, and I'm sure for other residents here. I expect the effects will be similar for Blackbridge Rd residents. There will also be decreased safety for pedestrians and cyclists when vehicle speeds increase to the levels they were before the current parking problems uphill of my property. I support removing those carparks but ask the council to consider a mixed cycle and vehicle traffic zone for the level area between 140 Wadestown Rd and Blackbridge Rd, with parking retained and increased if possible. This is consistent with several other areas being redeveloped as part of these proposals. I also suggest that speed reducing measures will be needed for this area as soon as the obstruction of the parked cars on the incline is removed. I have lived here for 26 years and have some experience of traffic behaviour. My daughter also did a science project on driver behaviour outside our driveway as a student. It has always been an issue in this locality. Finally, I need to note that there is a significant sunstrike risk for drivers heading uphill from here in the mornings. There have been regular minor collisions with parked vehicles over recent years, and this could produce a similar risk to cyclists if there is a cycleway installed, or not.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Oppose
What is your main relationship to this street?
I regularly travel along this street
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live on this section of Wadestown Road
Do you have any comments to make about the proposed design for this section?
Please see my comments on parking above. A marked cycleway on the incline between 140 Wadestown Rd and the shops is appropriate if the car parks are removed. The speed differential between cyclists and vehicles is noted. My observation as a resident who has walked to work along this route at different times over 26 years is that there has never been more than two or three cyclists who use the route at all regularly. I expect I know most of them by sight and their habit. These changes couldn't possibly meet cost-benefit analysis on current numbers, but I haven't seen any projected increased numbers of cyclists that this could apply to in the future. As a resident/ ratepayer that is effectively losing access to any on street parking within 500 metres of my property, it seems that my and other residents' detriment counts for very little compared to the speculated benefits to a tiny, unqualified group of hypothetical cyclists. This sort of ideologically driven local government is extremely distressing to see, and gives me little faith in the council's policy or processes.

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Terry McCarthy	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

Parking Management Plan Comments I'm someone who values data, but when examining the arguments and documentation available to support the case for a Wadestown Parking Management Plan, I find it sadly lacking. I'm concerned the Council doesn't appear to have thorough, balanced, evidence-based data for the decision-making on this issue. The justification for developing a Parking Management Plan appears to lean heavily on anecdotal "community feedback". The feedback from local people (residents of Wadestown who were surveyed or attended the drop-in sessions, Wadestown Residents Association and Wadestown business owners) appears to have been focused on identifying problems in the area. If you ask people to identify problems, they will! But do these "problems" require the response presented in the Parking Management Plan? If you asked Wadestown residents to rank the issues they want their Council to be working on, where would a Parking Management Plan rank? Very low I'd hazard a guess. The Business Case document draws on a survey which was conducted in November 2023 and refers readers to Appendix 1 for the full analysis. But there is nothing in Appendix 1 except a heading! We need to be able to see the full report to assess the methodology and the veracity of the results and analysis. Residents need to be able to assess whether the findings of the research align with the reality they experience every day. Some of the

"findings" suggest not. For example, in the West zone the occupancy rates from the survey are higher during the day-time (83%) than overnight (73%). Anyone who lives in the West zone (e.g. Hanover St) will confirm this is completely untrue. The hardest time to find a park in Hanover St is overnight when residents return from work/school. I have conducted several counts of cars in Hanover St and there are about 30% fewer cars during daytime. When articulating the "evidence" of the issues, the Council provides this very confusing statement: Parking on yellow lines, parking on footpaths and kerbs, and blocking vehicle entrances was the leading infringement types, and community complaints, at 51% and 82% respectively in 2021/2022. What do the "51%" and the "82%" figure refer to? There needs to be much more detail and the base numbers need to be provided. Providing the actual numbers (not percentages) of infringements/complaints for the year would be a better guide to the need, or not, for action. The aerial photograph of Wadestown used to illustrate the existing/proposed scheme certainly doesn't portray a "clogged streets" scenario. The rationale for a Parking Management Plan appears to be flimsy at best and is presented in a confusing and often contradictory way. For example, a statement on the web-site homepage says: We've heard from the Wadestown community that parking is under pressure, with commuters parking in residential streets for long periods and some streets clogged with parked cars so it's hard to navigate a safe way through. This assertion conflates the "commuter parking" issue with the "clogged streets" issue. Not only is this disingenuous, but is at odds with the Council's own statement in their Business Case: "[In Wadestown] Resident on Resident parking demand as the primary parking conflict is a different theme of parking pressure than encountered in Newtown (and other city fringe suburbs); which is dominated by commuter on resident parking conflict." The Council's own Business Case confirms the issue of commuter parking is "evidenced most predominantly in Wadestown East zone". Why then, is the mechanism for controlling commuter parking (P120 restriction) applied to many streets in the West zone where commuter parking is non-existent, such as Hanover St, Lytton St, Fernhill Tce, Margaret St and Pitt St? There is no logical argument for the P120 restriction to be applied in the West zone. The "no stopping" restriction is a mechanism which can improve safety and help provide access for buses, emergency vehicles and trucks. There are some places in Wadestown where this restriction is perfectly sensible but the proposed "no stopping" restriction for some streets is unnecessary. In particular, removing more than half of the parking in Hanover St is uncalled for and will cause more problems than it solves. For Hanover St, assuming a capacity of around 40 vehicles and an overnight occupancy rate of 73% (conservative), removing around 23 parks (20 on the east side and 3 on the west) will leave a deficit of at least 18 parks and probably more like 20. The evidence clearly demonstrates that the proposed "no stopping" restriction for Hanover St is not going to relieve the pressure on parking, particularly when residents return home at night. The outcome will be exactly opposite to what the Parking Management Plan envisages and promises. Residents will find it more difficult to get a park near to their home. They will need to find parking in areas outside their street, causing congestion in streets where none exists! Competition for space is likely to damage neighbourly relationships and be a source of stress for all. In summary, the Council would be bringing division to the Wadestown community. If we accept that parking for residents' vehicles is the focus in streets like Hanover St, and assume residents are not going to suddenly dispense with the vehicles they own, the response needs to be quite different. Rather than applying pressure to residents by

removing parking, why not work with residents to find solutions? Many of the residents of Hanover Street have already implemented a sensible parking scheme of their own to provide access for emergency vehicles and trucks. They park with one wheel on the footpath on the east side of the street. This provides a pragmatic and workable solution to the “clogged streets” issue. The council needs to allow for, or even encourage this practice. The Council needs to look for creative solutions:

- Facilitate or encourage a “garage-share” scheme where households with spare off-street parking share this with neighbours. A rebate off rates for people who participate could be used as an incentive.
- Make public transport so frequent, comfortable and economic that people require fewer cars.
- Provide secure space/buildings for infrequently used cars to be stored until owners decide they don’t need them anymore.
- For the longer term, facilitate the use of short-trip hire vehicles to replace “owned” vehicles.

Consultation Form Being a person who values data, I’m concerned by the design of the closed questions on the consultation form. They appear to be a mixture of poor design and leading or biased questions which provide an inadequate opportunity for residents to articulate their views. Most of the questions are presented with the “upside” of the proposed change highlighted, and none of the other relevant facts presented. For example, the question about P120 time limit contains the statement “Any residents with a permit would be exempt and able to stay as long as needed.” This implies that if you are a resident, you will be exempt from the P120 limit but doesn’t mention the important points:

- There is a cap to the number of permits (181 for the whole of Wadestown according to Traffic Resolution TR 56 – 24).
- Residents cannot be sure they will be able to obtain a permit because of the cap.
- An annual fee of \$195 is charged for a permit.
- Only one permit is available to most households.

Many questions are accompanied by a justification for the proposed change or a rosy picture of the proposed outcome. This introduces serious bias into what should be an objective assessment of opinion on the proposed changes. Many questions do not provide a clear way for respondents to communicate their view. For example, if you strongly oppose “A maximum of two permits per household” does this mean you think there should be more permits or fewer permits? If you strongly oppose “The P120 (permit holders exempt) restrictions applying between 8am and 8pm” does this mean you think the time-period should be longer or shorter? Shoddy questionnaire design which appears to be done to get the answers the designer wants. Other questions seem to be included simply to present a sense of positivity towards the changes. For example, people are unlikely to oppose:

- Allowing all households in the parking zones to get a number of free day passes for visitors
- The proposed prioritisation of some resident groups over others who would be eligible for a permit

The survey asks two “importance” questions which use very leading language:

- How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
- How important is it to manage on-street parking, where there is high demand for parking but limited street space?

These only give part of the picture and are designed to reinforce the perceived support for the proposals. These questions should have been simplified, as follows:

- How important is it to change our existing street space in Wadestown?
- How important is it to manage on-street parking in Wadestown?

...and to get the full picture, there would need to have been two parallel “performance” questions which ask:

- Is the existing street space in Wadestown operating effectively?
- Is the on-street parking in Wadestown operating effectively?

These inadequacies and the obvious bias built into the closed questions are a very disappointing way to spend rate-payers' money. On the positive side, the open-ended questions provide an opportunity for people to have their say. Verbatim responses require careful reading and analysis to generate meaningful outputs. Do we think the Council officers are going to do this? Or they going to lean on the results of the closed questions which they designed to get the answers they wanted?

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Not important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
I'm someone who values data, but when examining the arguments and documentation available to support the case for a Wadestown Parking Management Plan, I find it sadly lacking. I'm concerned the Council doesn't appear to have thorough, balanced, evidence-based data for the	

decision-making on this issue. The justification for developing a Parking Management Plan appears to lean heavily on anecdotal “community feedback”. The feedback from local people (residents of Wadestown who were surveyed or attended the drop-in sessions, Wadestown Residents Association and Wadestown business owners) appears to have been focused on identifying problems in the area. If you ask people to identify problems, they will! But do these “problems” require the response presented in the Parking Management Plan? If you asked Wadestown residents to rank the issues they want their Council to be working on, where would a Parking Management Plan rank? Very low I’d hazard a guess. The Business Case document draws on a survey which was conducted in November 2023 and refers readers to Appendix 1 for the full analysis. But there is nothing in Appendix 1 except a heading! We need to be able to see the full report to assess the methodology and the veracity of the results and analysis. Residents need to be able to assess whether the findings of the research align with the reality they experience every day. Some of the “findings” suggest not. For example, in the West zone the occupancy rates from the survey are higher during the day-time (83%) than overnight (73%). Anyone who lives in the West zone (e.g. Hanover St) will confirm this is completely untrue. The hardest time to find a park in Hanover St is overnight when residents return from work/school. I have conducted several counts of cars in Hanover St and there are about 30% fewer cars during daytime. When articulating the “evidence” of the issues, the Council provides this very confusing statement: Parking on yellow lines, parking on footpaths and kerbs, and blocking vehicle entrances was the leading infringement types, and community complaints, at 51% and 82% respectively in 2021/2022. What do the “51%” and the “82%” figure refer to? There needs to be much more detail and the base numbers need to be provided. Providing the actual numbers (not percentages) of infringements/complaints for the year would be a better guide to the need, or not, for action. The aerial photograph of Wadestown used to illustrate the existing/proposed scheme certainly doesn’t portray a “clogged streets” scenario. The rationale for a Parking Management Plan appears to be flimsy at best and is presented in a confusing and often contradictory way. For example, a statement on the web-site homepage says: We’ve heard from the Wadestown community that parking is under pressure, with commuters parking in residential streets for long periods and some streets clogged with parked cars so it’s hard to navigate a safe way through. This assertion conflates the “commuter parking” issue with the “clogged streets” issue. Not only is this disingenuous, but is at odds with the Council’s own statement in their Business Case: “[In Wadestown] Resident on Resident parking demand as the primary parking conflict is a different theme of parking pressure than encountered in Newtown (and other city fringe suburbs); which is dominated by commuter on resident parking conflict.” The Council’s own Business Case confirms the issue of commuter parking is “evidenced most predominantly in Wadestown East zone”. Why then, is the mechanism for controlling commuter parking (P120 restriction) applied to many streets in the West zone where commuter parking is non-existent, such as Hanover St, Lytton St, Fernhill Tce, Margaret St and Pitt St? There is no logical argument for the P120 restriction to be applied in the West zone. The “no stopping” restriction is a mechanism which can improve safety and help provide access for buses, emergency vehicles and trucks. There are some places in Wadestown where this restriction is perfectly sensible but the proposed “no stopping” restriction for some streets is unnecessary. In particular, removing more than half of the parking in Hanover St is uncalled for and will cause more problems than it solves. For Hanover St, assuming a capacity of around 40 vehicles and an overnight occupancy rate of 73% (conservative), removing around 23 parks (20 on the east side and 3 on the west) will leave a deficit of at least 18 parks and probably more like 20. The evidence clearly demonstrates that the proposed “no stopping” restriction for Hanover St is not going to relieve the pressure on parking, particularly when residents return home at night. The outcome will be exactly opposite to what the Parking Management Plan envisages and promises. Residents will find it more difficult to get a park near to their home. They will need to find parking in areas outside their street, causing congestion in streets where none exists! Competition for space is

likely to damage neighbourly relationships and be a source of stress for all. In summary, the Council would be bringing division to the Wadestown community. If we accept that parking for residents' vehicles is the focus in streets like Hanover St, and assume residents are not going to suddenly dispense with the vehicles they own, the response needs to be quite different. Rather than applying pressure to residents by removing parking, why not work with residents to find solutions? Many of the residents of Hanover Street have already implemented a sensible parking scheme of their own to provide access for emergency vehicles and trucks. They park with one wheel on the footpath on the east side of the street. This provides a pragmatic and workable solution to the "clogged streets" issue. The council needs to allow for, or even encourage this practice. The Council needs to look for creative solutions:

- Facilitate or encourage a "garage-share" scheme where households with spare off-street parking share this with neighbours. A rebate off rates for people who participate could be used as an incentive.
- Make public transport so frequent, comfortable and economic that people require fewer cars.
- Provide secure space/buildings for infrequently used cars to be stored until owners decide they don't need them anymore.
- For the longer term, facilitate the use of short-trip hire vehicles to replace "owned" vehicles.

Do you have specific feedback on a specific street? If so, which street?

Hanover Street The "no stopping" restriction is a mechanism which can improve safety and help provide access for buses, emergency vehicles and trucks. There are some places in Wadestown where this restriction is perfectly sensible but the proposed "no stopping" restriction for some streets is unnecessary. In particular, removing more than half of the parking in Hanover St is uncalled for and will cause more problems than it solves. For Hanover St, assuming a capacity of around 40 vehicles and an overnight occupancy rate of 73% (conservative), removing around 23 parks (20 on the east side and 3 on the west) will leave a deficit of at least 18 parks and probably more like 20. The evidence clearly demonstrates that the proposed "no stopping" restriction for Hanover St is not going to relieve the pressure on parking, particularly when residents return home at night. The outcome will be exactly opposite to what the Parking Management Plan envisages and promises. Residents will find it more difficult to get a park near to their home. They will need to find parking in areas outside their street, causing congestion in streets where none exists! Competition for space is likely to damage neighbourly relationships and be a source of stress for all. In summary, the Council would be bringing division to the Wadestown community. If we accept that parking for residents' vehicles is the focus in streets like Hanover St, and assume residents are not going to suddenly dispense with the vehicles they own, the response needs to be quite different. Rather than applying pressure to residents by removing parking, why not work with residents to find solutions? Many of the residents of Hanover Street have already implemented a sensible parking scheme of their own to provide access for emergency vehicles and trucks. They park with one wheel on the footpath on the east side of the street. This provides a pragmatic and workable solution to the "clogged streets" issue. The council needs to allow for, or even encourage this practice.

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?

Much harder

Why do you think that?

The “no stopping” restriction is a mechanism which can improve safety and help provide access for buses, emergency vehicles and trucks. There are some places in Wadestown where this restriction is perfectly sensible but the proposed “no stopping” restriction for some streets is unnecessary. In particular, removing more than half of the parking in Hanover St is uncalled for and will cause more problems than it solves. For Hanover St, assuming a capacity of around 40 vehicles and an overnight occupancy rate of 73% (conservative), removing around 23 parks (20 on the east side and 3 on the west) will leave a deficit of at least 18 parks and probably more like 20. The evidence clearly demonstrates that the proposed “no stopping” restriction for Hanover St is not going to relieve the pressure on parking, particularly when residents return home at night. The outcome will be exactly opposite to what the Parking Management Plan envisages and promises. Residents will find it more difficult to get a park near to their home. They will need to find parking in areas outside their street, causing congestion in streets where none exists! Competition for space is likely to damage neighbourly relationships and be a source of stress for all. In summary, the Council would be bringing division to the Wadestown community. If we accept that parking for residents’ vehicles is the focus in streets like Hanover St, and assume residents are not going to suddenly dispense with the vehicles they own, the response needs to be quite different. Rather than applying pressure to residents by removing parking, why not work with residents to find solutions? Many of the residents of Hanover Street have already implemented a sensible parking scheme of their own to provide access for emergency vehicles and trucks. They park with one wheel on the footpath on the east side of the street. This provides a pragmatic and workable solution to the “clogged streets” issue. The council needs to allow for, or even encourage this practice. The Council needs to look for creative solutions:

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- Make public transport so frequent, comfortable and economic that people require fewer cars.
- Provide secure space/buildings for infrequently used cars to be stored until owners decide they don’t need them anymore.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this section?

Parking Management Plan Comments

I'm someone who values data, but when examining the arguments and documentation available to support the case for a Wadestown Parking Management Plan, I find it sadly lacking.

I'm concerned the Council doesn't appear to have thorough, balanced, evidence-based data for the decision-making on this issue. The justification for developing a Parking Management Plan appears to lean heavily on anecdotal "community feedback". The feedback from local people (residents of Wadestown who were surveyed or attended the drop-in sessions, Wadestown Residents Association and Wadestown business owners) appears to have been focused on identifying problems in the area. If you ask people to identify problems, they will! But do these "problems" require the response presented in the Parking Management Plan?

If you asked Wadestown residents to rank the issues they want their Council to be working on, where would a Parking Management Plan rank? Very low I'd hazard a guess.

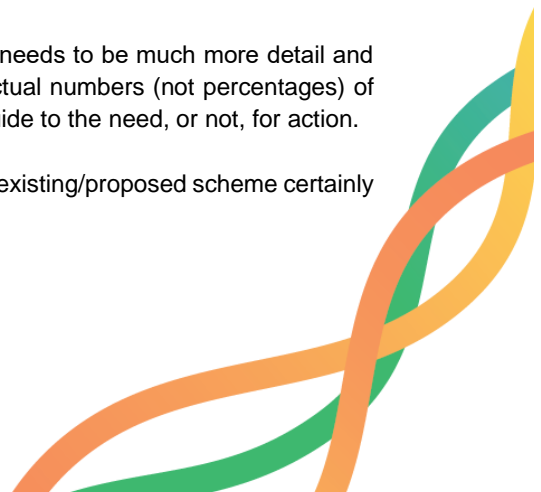
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When articulating the "evidence" of the issues, the Council provides this very confusing statement:

Parking on yellow lines, parking on footpaths and kerbs, and blocking vehicle entrances was the leading infringement types, and community complaints, at 51% and 82% respectively in 2021/2022.

What do the "51%" and the "82%" figure refer to? There needs to be much more detail and the base numbers need to be provided. Providing the actual numbers (not percentages) of infringements/complaints for the year would be a better guide to the need, or not, for action.

The aerial photograph of Wadestown used to illustrate the existing/proposed scheme certainly doesn't portray a "clogged streets" scenario.



The rationale for a Parking Management Plan appears to be flimsy at best and is presented in a confusing and often contradictory way. For example, a statement on the web-site homepage says:

We've heard from the Wadestown community that parking is under pressure, with commuters parking in residential streets for long periods and some streets clogged with parked cars so it's hard to navigate a safe way through.

This assertion conflates the “commuter parking” issue with the “clogged streets” issue. Not only is this disingenuous, but is at odds with the Council's own statement in their Business Case:

“[In Wadestown] Resident on Resident parking demand as the primary parking conflict is a different theme of parking pressure than encountered in Newtown (and other city fringe suburbs); which is dominated by commuter on resident parking conflict.”

The Council's own Business Case confirms the issue of commuter parking is “evidenced most predominantly in Wadestown East zone”. Why then, is the mechanism for controlling commuter parking (P120 restriction) applied to many streets in the West zone where commuter parking is non-existent, such as Hanover St, Lytton St, Fernhill Tce, Margaret St and Pitt St? There is no logical argument for the P120 restriction to be applied in the West zone.

The “no stopping” restriction is a mechanism which can improve safety and help provide access for buses, emergency vehicles and trucks. There are some places in Wadestown where this restriction is perfectly sensible but the proposed “no stopping” restriction for some streets is unnecessary. In particular, removing more than half of the parking in Hanover St is uncalled for and will cause more problems than it solves.

For Hanover St, assuming a capacity of around 40 vehicles and an overnight occupancy rate of 73% (conservative), removing around 23 parks (20 on the east side and 3 on the west) will leave a deficit of at least 18 parks and probably more like 20. The evidence clearly demonstrates that the proposed “no stopping” restriction for Hanover St is not going to relieve the pressure on parking, particularly when residents return home at night. The outcome will be exactly opposite to what the Parking Management Plan envisages and promises. Residents will find it more difficult to get a park near to their home. They will need to find parking in areas outside their street, causing congestion in streets where none exists! Competition for space is likely to damage neighbourly relationships and be a source of stress for all. In summary, the Council would be bringing division to the Wadestown community.

If we accept that parking for residents' vehicles is the focus in streets like Hanover St, and assume residents are not going to suddenly dispense with the vehicles they own, the response



needs to be quite different. Rather than applying pressure to residents by removing parking, why not work with residents to find solutions?

Many of the residents of Hanover Street have already implemented a sensible parking scheme of their own to provide access for emergency vehicles and trucks. They park with one wheel on the footpath on the east side of the street. This provides a pragmatic and workable solution to the “clogged streets” issue. The council needs to allow for, or even encourage this practice. The Council needs to look for creative solutions:

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- For the longer term, facilitate the use of short-trip hire vehicles to replace “owned” vehicles.



Consultation Form

Being a person who values data, I'm concerned by the design of the closed questions on the consultation form. They appear to be a mixture of poor design and leading or biased questions which provide an inadequate opportunity for residents to articulate their views.

Most of the questions are presented with the "upside" of the proposed change highlighted, and none of the other relevant facts presented. For example, the question about P120 time limit contains the statement "Any residents with a permit would be exempt and able to stay as long as needed." This implies that if you are a resident, you will be exempt from the P120 limit but doesn't mention the important points:

- There is a cap to the number of permits (181 for the whole of Wadestown according to Traffic Resolution TR 56 – 24).
- Residents cannot be sure they will be able to obtain a permit because of the cap.
- An annual fee of \$195 is charged for a permit.
- Only one permit is available to most households.

Many questions are accompanied by a justification for the proposed change or a rosy picture of the proposed outcome. This introduces serious bias into what should be an objective assessment of opinion on the proposed changes.

Many questions do not provide a clear way for respondents to communicate their view. For example, if you strongly oppose "A maximum of two permits per household" does this mean you think there should be more permits or fewer permits? If you strongly oppose "The P120 (permit holders exempt) restrictions applying between 8am and 8pm" does this mean you think the time-period should be longer or shorter? Shoddy questionnaire design which appears to be done to get the answers the designer wants.

Other questions seem to be included simply to present a sense of positivity towards the changes. For example, people are unlikely to oppose:

- Allowing all households in the parking zones to get a number of free day passes for visitors
- The proposed prioritisation of some resident groups over others who would be eligible for a permit

The survey asks two "importance" questions which use very leading language:



- How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
- How important is it to manage on-street parking, where there is high demand for parking but limited street space?

These only give part of the picture and are designed to reinforce the perceived support for the proposals. These questions should have been simplified, as follows:

- How important is it to change our existing street space in Wadestown?
- How important is it to manage on-street parking in Wadestown?

...and to get the full picture, there would need to have been two parallel “performance” questions which ask:

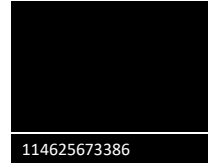
- Is the existing street space in Wadestown operating effectively?
- Is the on-street parking in Wadestown operating effectively?

These inadequacies and the obvious bias built into the closed questions are a very disappointing way to spend rate-payers’ money.

On the positive side, the open-ended questions provide an opportunity for people to have their say. Verbatim responses require careful reading and analysis to generate meaningful outputs. Do we think the Council officers are going to do this? Or they going to lean on the results of the closed questions which they designed to get the answers they wanted?



Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback



NAME: Nick Griffiths	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Neutral

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Manual bike

Do you have any comments to make about the overall proposed scheme?

I think the safety arguments don't stack up. eBikes don't need cycle lanes in the way push bikes do - they can just take right of way on narrow roads. The removal of the right to park on pavements was a misstep - you have created a rod for your own back. I think limiting car ownership is a good idea, but it needs to be done gradually - this is going to be very painful for residents and I would expect a lot of push back.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Neutral
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Support
A maximum of two resident permits per household.	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Neutral
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Neutral
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Support
If you have any comments about proposed parking restrictions please provide them here:	
I think generally it's a good idea to discourage households from having multiple cars, but I have issue with the aggressive removal of capacity from a densely populated neighbourhood with limited off street parking.	

Do you have specific feedback on a specific street? If so, which street?
Hanover Street You are not going to leave enough space for households without off street parking to be allocated even a single parking space under your proposals. From what I can tell, you're taking away 65% percent of parks, on a street that has no problems with commuters (I'm telling you from experience). Most of the issue of supply on Hanover street is down to: - A large number of properties without off-street parking. - A few multi-generational households having 3-5 cars, relying on the street to park most of them. The proposals will go someway to alleviating this. - Trades people claiming large amounts of space while renovations happen. They will still need to park somewhere. - The flats at no. 31 using their garages for storage instead of parking cars. Your changes will help that. - Residents of Weld street using Hanover street to park in. From my reckons, this currently at about 8 vehicles. There are only a few (maybe four or five?) households that have off street parking and don't use it. If you were to narrow the pavement on both sides by maybe 50-100mm (or paint lines to allow drivers to have their tyres over that small area) there would continue to be room for pedestrians and allow parking on both sides comfortably so that emergency vehicles could pass. As it is today, most vehicles ignore the

restrictions on parking on the pavement and leave their tyres on the concrete berm. (Leaving enough room for service vehicles and pedestrians) I'm pleading with you to not remove quite so many spaces, it's going to make our street a much worse place to live in, as neighbours will have to fight for the limited spaces you're expecting to offer. It will also force more people to move away from the area, as they will be relying on having private transport.
Lennel Road If you were to enforce the 30km/h speed limit around the shops (via speed bumps) you would make this section of the road much safer to cyclists without needing a lane - just give cyclists priority. I have some sympathy for removing the car parks on the uphill section, although you could instead make the pavement a shared right of way - it already works (sort of) with scooters - why the double standard for bikes?

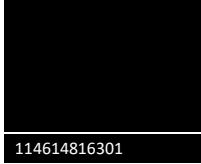
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?
You're taking away about 65% of the parking capacity in my street - it's already at 90% most days with just residents' vehicles.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Neutral
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this street?
I think it's quite unfair removing all the parking that residents rely on.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Neutral
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this section?
I think this is really unfair to all the existing residents that rely on off street parking.

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



NAME: Kim Wild	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? *These include all changes in the traffic resolution TR56-24.*

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

I live in Hanover Street. We own one vehicle and have a baby and a toddler. You are proposing to remove half the parking on our street, including on both sides of the street outside our house. Where am I supposed to park my car? There will simply not be enough parks for the number of residents on Hanover Street who rely on on-street parking. We have lived on Hanover St for 6 years. In that time there has been no issue with parking or with rubbish trucks being able to drive down the street. There is no need for the changes proposed. I'm not sure who are the 'people' who have informed this proposal but it seems there is little basis or logic to support it and is ill-thought out. Please spend Council money where it is needed.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Support
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Support
A maximum of two resident permits per household.	Support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Support
If you have any comments about proposed parking restrictions please provide them here:	
Don't remove parking from Hanover Street	

Do you have specific feedback on a specific street? If so, which street?
Hanover Street I live at █ Hanover Street. We own one vehicle and have a baby and a toddler. You are proposing to remove half the parking on our street, including on both sides of the street outside our house. Where am I supposed to park my car? There will simply not be enough parks for the number of residents on Hanover Street who rely on on-street parking. We have lived on Hanover St for 6 years. In that time there has been no issue with parking or with rubbish trucks being able to drive down the street. We have just done a major renovation and had concrete trucks going down the street. There is no need for the changes proposed.

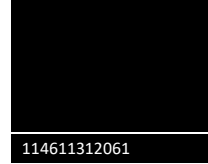
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?
You are proposing to remove half the parking on Hanover Street. There will not be enough parking spaces for the number of residents who park their cars on the street.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this street?
Don't remove parking. Don't need bike lanes.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this section?
Don't remove parking. Don't need bike lanes.

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Jonny Wild	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

It is absolutely crazy to be considering removing parking on one side of Hanover Street. Having parking on both sides of the street is a practice that has worked well for the 6 years I have lived on Hanover Street. There are not many houses on Hanover Street that have garage or other off-street parking, so the on-street parking is well-used by residents on both sides of the street. Removing parking on one side of the Street means there will not enough parking for the existing residents, and certainly not enough to accommodate the additional visitors who will park in Hanover Street while they use the playground, Plunket rooms, and services at the Wadestown shops - if you remove the parking on Wadestown Road as you propose to do.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Important
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly support
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per household.	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly support
If you have any comments about proposed parking restrictions please provide them here:	
It is absolutely crazy to be considering removing parking on one side of Hanover Street. Having parking on both sides of the street is a practice that has worked well for the 6 years I have lived on Hanover Street. There are not many houses on Hanover Street that have garage or other off-street parking, so the on-street parking is well-used by residents on both sides of the street. Removing parking on one side of the Street means there will not enough parking for the existing residents, and certainly not enough to accommodate the additional visitors who will park in Hanover Street while they use the playground, Plunket rooms, and services at the Wadestown shops - if you remove the parking on Wadestown Road as you propose to do.	

Do you have specific feedback on a specific street? If so, which street?
Hanover Street It is absolutely crazy to be considering removing parking on one side of Hanover Street. Having parking on both sides of the street is a practice that has worked well for the 6 years I have lived on Hanover Street. There are not many houses on Hanover Street that have garage or other off-street parking, so the on-street parking is well-used by residents on both sides of the street. Removing parking on one side of the Street means there will not enough parking for the existing residents, and certainly not enough to accommodate the additional visitors who will park in Hanover Street while they use the playground, Plunket rooms, and services at the Wadestown shops - if you remove the parking on Wadestown Road as you propose to do.

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?
It is absolutely crazy to be considering removing parking on one side of Hanover Street. Having parking on both sides of the street is a practice that has worked well for the 6 years I have lived on Hanover Street. There are not many houses on Hanover Street that have garage or other off-street parking, so the on-street parking is well-used by residents on both sides of the street. Removing parking on one side of the Street means there will not enough parking for the existing residents, and certainly not enough to accommodate the additional visitors who will park in Hanover Street while they use the playground, Plunket rooms, and services at the Wadestown shops - if you remove the parking on Wadestown Road as you propose to do.

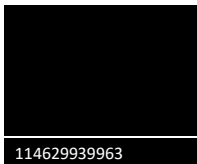
Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024

Feedback



114629939963

NAME: Genevieve Orr	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Neutral

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

The main purpose seems to be to facilitate cycle travel beyond the suburb. The major issue is actually the danger to pedestrians and drivers from other drivers speeding particularly along the main road and the 'rat run' from town along Wadestown Road to the shops. The best way to make this a safe environment is to slow traffic down as well as provide for two lanes in all places. The current 30 km/h zone is in name only. People will do what they can get away with. Very few people drive anywhere near 30 km/h including bus drivers. Speed needs to be managed actively throughout the zone. Flashing speed-activated signs need to be installed at both ends of the (extended) zone along with speed humps. These work effectively in other Wellington suburbs. In several places you cannot drive around a corner without crossing the centre line. Two clear lanes are required all along the main road.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
What parking do you have access to and/or use most of the time?

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

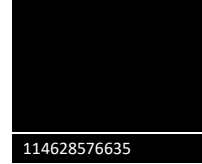
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Dwain Hindriksen	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Neutral

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Neutral

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

Some of the proposed changes are logical, and I can see the value add. However, there is not enough clarity for residents, particularly in and around Grosvenor Terrace, that the few resident only parks will not become 120min spaces where residents are competing with visitors.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Moderate importance

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (residents only)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Oppose
A maximum of two resident permits per household.	Support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Oppose
If you have any comments about proposed parking restrictions please provide them here:	
<p>There are some details regarding permit parking in proximity to █ Grosvenor Terrace that appear to have been missed on the transport projects page. For example, there are resident parks on Goldies Brae and both downhill and uphill of the Wadestown Vet Clinic on Grosvenor Terrace. As a resident and rate payer on Orchard Street, I am not opposed to parking changes, as long as I can be guaranteed a park and not have 120min visitors taking parks that residents would otherwise not have to compete for. I have young children and it is a challenge to juggle them and carry groceries, building materials, dog food etc up the Orchard Street walkway - if I lose access to resident parking because visitors can use those parks for 10mins, that is.....unhelpful.</p>	

Do you have specific feedback on a specific street? If so, which street?
Grosvenor Terrace Is it possible to create new parks? We already have limited parks. There are spaces on Goldies Brae, for example where more resident only parks could be created. Would certainly help residents in and around 1 Grosvenor Terrace.

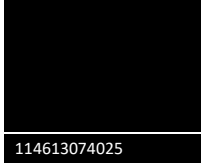
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Harder
Why do you think that?
As outlined earlier, I'm a resident, i have to leave my park during the day, but i need to have that park when I return. I am concerned visitors will be able to park for 120mins in the Grosvenor Terrace parks near the Wadestown Vet Clinic.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Neutral
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this street?
The proposed changes seem reasonable - however if you remove parks for commuters, they will look for any loophole for a park possibly clogging up other streets.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Support
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Rebekah Scrimshaw-Roberts	Wadestown	An individual	Yes

Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Don't know

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

Think hard before you remove parks. Make sure you're not encouraging commuters to seek out the unrestricted parks which will transfer the problem to other places in Wadestown. E.g. please restrict full streets, not parts of streets.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Don't know
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Support
A maximum of two resident permits per household.	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
<p>Re Upper Pitt St. If there is an issue with commuters, they will seek out unrestricted parking. Therefore ALL of Pitt St should be restricted with the changes. Currently upper Pitt St is OK for parking but the changes will make it worse for residents. The proposed stopping lines outside of number 66, 68, 69 are unnecessary as bigger trucks still have room to get through when cars are parked there. Ditto 72, 77. Houses with off street parking should not be allowed 2 permits. Houses with no parking off street should get priority for permits.</p>	

Do you have specific feedback on a specific street? If so, which street?	
<p>Pitt Street Re Upper Pitt St. If there is an issue with commuters, they will seek out unrestricted parking. Therefore ALL of Pitt St should be restricted with the changes. Currently upper Pitt St is OK for parking but the changes will make it worse for residents. The proposed stopping lines outside of number 66, 68, 69 are unnecessary as bigger trucks still have room to get through when cars are parked there. Ditto 72, 77. Houses with off street parking should not be allowed 2 permits. Houses with no parking off street should get priority for permits. Also lower Pitt st is keeping their parking either side. So why is upper Pitt St having some removed?</p>	

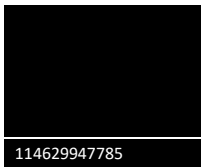
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Harder
Why do you think that?
Because you're encouraging commuters to use our unrestricted parking. And you're removing parks that are currently working for the community. Don't remove parks outside 66, 68, 69 Pitt st. (Upper Pitt St).

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Alex Dyer	SUBURB: Wadestown	ON BEHALF OF: Cycle Wellington	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? *These include all changes in the traffic resolution TR56-24.*

Strongly support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

E-bike

Do you have any comments to make about the overall proposed scheme?

We support these changes to help make Wadestown roads safer for cycling, driving and walking. Narrow streets are a fact of life in Wellington. On busy roads, freeing up space for safer and more comfortable travel is important.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
No - I don't own or use a vehicle in this area.
What is your main relationship to Wadestown?
Other (please specify)Cycle Wellington represents Wellington's cyclists, many of whom live in, ride through, or visit the suburb.
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly support
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per household.	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly support
If you have any comments about proposed parking restrictions please provide them here:	
We support the parking changes to make space for the bike lane, and to make driving, walking and cycling safer throughout the suburb.	

Do you have specific feedback on a specific street? If so, which street?

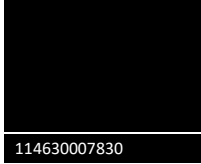
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Don't know
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly support
What is your main relationship to this street?
Other (please specify) Cycle Wellington represents riders in Wadestown and across the city.
Do you have any comments to make about the proposed design for this street?
We support having a bike lane here. The sample images show a painted line with no physical divider. This will encourage drivers to encroach into the bike lane, for example passing oncoming vehicles where downhill parking has been retained. Please add small physical dividers to the edge of the bike lane. These can be 'mountable' dividers to let a wider vehicle pass slowly when necessary, but will make drivers generally more likely to avoid the bike lane space. On steeper sections, riders may reach higher speeds and then need to pass close to parked cars on the downhill side of the road. Please manage downhill side parking carefully to minimise dooring risk.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly support
What is your main relationship to this street?
Other (please specify) Cycle Wellington represents riders from Wadestown and across the city.
Do you have any comments to make about the proposed design for this section?
We support having a bike lane here. The sample images show a painted line with no physical divider. This will encourage drivers to encroach into the bike lane, for example passing oncoming vehicles where downhill parking has been retained. Please add small physical dividers to the edge of the bike lane. These can be 'mountable' dividers to let a wider vehicle pass slowly when necessary, but will make drivers generally more likely to avoid the bike lane space. Please manage any remaining parking on 'downhill' roadsides carefully to reduce the risk of car doors hitting passing cyclists.

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



NAME: Julian Warmington	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Manual bike

Do you have any comments to make about the overall proposed scheme?

Wadestown's main roads are a key thoroughfare for folks coming from western suburbs north of Northland/Wilton, right through to Khandallah and even Johnsonville (for folks who find Ngaio gorge too intimidating). Therefore, it's vital that traffic is calmed and measured and designed to accommodate the quickly growing numbers of riders on regular pushbikes and on electric bicycles too. - Further, given our current governments backwards jumping regressive policies regards citizens health now and in the future (via cigarettes and our industrial climate crisis) seeing local initiatives finally completed is a beautiful thing, even despite their being several decades behind time!

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
No - I don't own or use a vehicle in this area.
What is your main relationship to Wadestown?
Other (please specify)1.) Visit family there often; 2.) travel through to town from Karori often
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?
Lennel Road Lets see an end to the parking at the top of Lennel Rd, outside St Luke's Anglican church and the dairy there. It becomes a dangerous choke point - dangerous for cyclists and pedestrians alike.

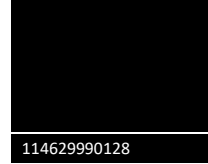
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Easier
Why do you think that?
I don't park on main roads anyway (when I drive my car). Main thoroughfares are not for private property, they're for moving masses of folks from newly developed high density housing like we're about to see developed. Therefore, we need to keep the city's arteries open and clear of the cholesterol of private cars and other automobiles; let's keep with improved healthy heart safe cycleways!

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly support
What is your main relationship to this street?
I visit Wadestown for other activities (eg shop or recreation etc)
Do you have any comments to make about the proposed design for this street?
Remove car parks on the downhill side, too! Who wants to be doored while riding down hill at well over 39kms per hour?!

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly support
What is your main relationship to this street?
I visit Wadestown for other activities (eg shop or recreation etc)
Do you have any comments to make about the proposed design for this section?

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Geoff Connor	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly oppose

What is the main way you travel through or around Wadestown?

Other (please specify) There is no single 'main way'. I use a combination of car, walking and bus.

Do you have any comments to make about the overall proposed scheme?

I live in Oban St, Wadestown near the Lennell Road end of the street. If I understand your proposals correctly, then I support the proposal to retain unrestricted parking on one side of our street. I never have problems finding a car park on Oban Street at any time of day. However, what concerns me is that Oban Street will become congested if all of the other proposed parking restrictions are imposed. If you stop people parking in one part of Wadestown, they will look to park in other places. There is a real risk that the substantial reduction in allowed parking in some parts of the suburb will cause problems elsewhere.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Not important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
What parking do you have access to and/or use most of the time?

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

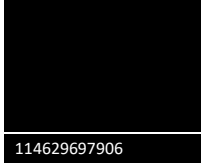
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Kristina Ryan	Wadestown	An individual	Yes

Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Neutral

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Don't know

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Neutral

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

The scheme is complicated and piecemeal. It may improve parking in some streets but make it worse in others. Given the huge cost, traffic congestion, and ill-will that has arisen where WCC has got it wrong in other suburbs, I believe WCC should publicly commit to monitoring, reviewing, and if necessary, changing the scheme once it has been operative for 6-12 months.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Moderate importance

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)An off-street car park

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Neutral
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Neutral
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Neutral
A maximum of two resident permits per household.	Support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Oppose
Allowing all households in the area to get a number of free day passes for visitors.	Neutral
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Neutral
If you have any comments about proposed parking restrictions please provide them here:	
<p>I think it's important to ensure service and emergency vehicles can access all streets and to provide parking near the shops but I think the scheme is too complex and unfair. It will push commuters and residents into nearby streets that would have unrestricted parking. The permit prioritisation scheme is hard to understand and I don't see why it matters when a house was built etc. Priorities should be simple and fairer - first all with mobility permits, second 1 permit to all households with no off street parking, third equal would be permit for a second car for houses with only one off street park or no off street park. Thereafter any house could apply for a permit for what is basically a third car for that house.</p>	

Do you have specific feedback on a specific street? If so, which street?	
<p>Pitt Street I live [redacted] Pitt St. I have an off-street car deck, but my ability to use it is affected by an encroaching lamp post, which makes my driveway entrance much narrower than normal. My access is further impeded by cars parking outside my house and directly across the road. The on-street parking reduces the road to one lane. I can only enter my carpark by backing in at a sharp angle. Often I cannot use it at all because vehicles park too close to my driveway. There is space outside my house for two very small cars but most of the vehicles in our street are larger SUVs and vans. There is an "L" line painted by WCC. But when two larger cars are parked there one has to overhang the line by as much a metre. It is clear that few people feel any obligation to park within the "L" lines, assuming they actually understand what the lines signify. Getting WCC</p>	

to fine and tow them is a last resort because it generates a lot of hostility. Mostly I try to find parking on the street to avoid the hassle and conflict. This has been very difficult for the past few years, as the number of cars in the street has increased. The proposed restrictions in Fitzroy St, Fernhill Tce and around the intersection of Pitt St and Lennel Rd will incentivise more people to park in the unrestricted spaces in Pitt St. This will make it even harder to find an on street park for my car and harder to get people to move their cars when they block my driveway. I ask WCC to address the parking barriers we face at [redacted] Pitt St, before finalising the plan. My neighbour David Law at [redacted] Pitt St has the same issues. He will make his own submission but we would appreciate a co-ordinated solution for both houses, and to speak with the right people at the council to make sure the issue is properly understood and addressed. To fix this issue permanently, I need one or both of the following: 1. Move the L lines outside my house so the on street park is clearly sized for one car - this would stop people from trying to fit a second car where there is not enough room. 2. Paint yellow lines across my driveway so people do not overhang the L line. Reducing the size of the parking space outside my house would also help my neighbour at number 18. I understand he is requesting the following solutions: The distance between the existing 'L lines' on either side of the entrance to the driveway at 18 Pitt St needs to be increased, probably by around 1.5m to 2m. Some yellow lines should be installed opposite [redacted] Pitt St's driveway- between 15 and 17 Pitt Street (slightly off to one side to maximise manoeuvrability). The combined effect of these changes would remove 1 or 2 on-street car parks but this would be offset because we would both be able to stop parking our cars on the street.

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?
I live in a street with mostly unrestricted parking. It is adjacent to three streets where you propose to apply more restrictions. I expect people who live at, visit or work in those streets, and commuters from other suburbs, will try to find free parks in my street.

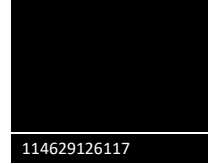
Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Support
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this street?
I support the separation of cyclists and other vehicles for safety reasons. I think WCC, as much as possible given the topography, should install a footpath on the downhill side so it is safer for children and people with limited mobility when getting in and out of cars parked there.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Support
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this section?
I support the changes but if they displace residents' cars, I consider it likely they will increase demand for parking in the lower part of Pitt St where I live and where WCC has proposed no restrictions.



**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Jeroen and Anke Kole	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Other (please specify) We don't have one main way to travel. We regularly walk, bike and use public transport.

Do you have any comments to make about the overall proposed scheme?

One reason that we chose to live in Wadestown is the proximity to the CBD and the range of transport options, which enables us to live without a car. We walk, cycle and use public transport. We think that the proposed changes will further improve these options. This will help making active modes and public transport better and more attractive for more people, including those traveling from other suburbs through Wadestown. More people using these modes will make Wadestown safer and more liveable. We acknowledge that the proposed changes will impact some Wadestown car owners, particularly those who don't have off-street parking. We believe that the underlying issue is that Wadestown and its roads weren't designed for our current mobility needs - we are dealing with very limited road space that needs to be shared well between users of different modes. We think that a few tweaks could be considered to address some concerns raised by residents, particularly around available parking space in some streets.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
No - I don't own or use a vehicle in this area.
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly support
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Neutral
A maximum of two resident permits per household.	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Don't know
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Neutral
If you have any comments about proposed parking restrictions please provide them here:	
We support the P120 restrictions, but we are not convinced that they need to include weekends, when many people get visitors. We assume that the 2023 parking survey only covered weekdays, as Table 1 on p.9 of the Project Business Case only covers weekday daytime and weekday overnight occupancy. Could the scheme be trialled for weekdays, with a review after 6 months to see if a weekend inclusion is necessary?	

Do you have specific feedback on a specific street? If so, which street?
Blackbridge Road We would like to better understand why under the proposal almost no parking would be allowed on the downhill side of Blackbridge Road (except a few exemptions towards the bottom). The proposed bike lane on Blackbridge Road means that all carparks on the uphill side

of the road would be removed. This creates more space for driving vehicles than currently available (as the bike lane will be narrower than the current car parks). Is it necessary to remove all parking from the other side of the road? Has research shown that residents on this part of Blackbridge Road (and the part of Wadestown Road that is closest to Blackbridge Road) have sufficient off-street parking? If not, it could be useful to create a few more P120 parking spaces on the downhill side. This could be a compromise to address some of the concerns raised by residents.
Blackbridge Road

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Don't know
Why do you think that?
We ticked "Don't know" as there is no box "N/A" (which applies to us as we don't have a vehicle).

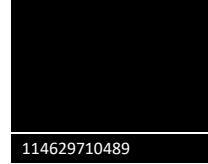
Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly support
What is your main relationship to this street?
I regularly travel along this street
Do you have any comments to make about the proposed design for this street?
We strongly support the uphill bike lane with a shared downhill lane, and the removal of all on-street parking on the uphill side. We believe that this will make cycling safer and increase the traffic flow for all users. We would like to see some effort to encourage motorists to comply with the speed limit, e.g. regular speed enforcement. The removal of car parks will allow motorists to drive faster as there will be less need to let cars from the other direction pass (compared to the current situation with parked vehicles). This can increase the risk for cyclists. From this perspective, there may be benefits to retain some car parks downhill, to somewhat slow down the traffic flow (as suggested in the previous section).

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly support
What is your main relationship to this street?
I live on this section of Wadestown Road
Do you have any comments to make about the proposed design for this section?
"In response to community feedback, we're also proposing to extend the 30km/h safer speed zone from Marquis Street near 132 Wadestown Road to 40m south of Cecil Road near 1 Cecil Road." We assume you mean to extend the 30km/h zone from near Marquis St to near 132

Wadestown Rd. We strongly support this, thank you for including this (the mentioning of Cecil Rd in this context doesn't make sense). We strongly support an uphill bike lane from Blackbridge Road to Weld Street, sharrows between Weld Street and Pitt Street, and the removal of all on-street parking on the uphill side of this section. We believe that this will make the road safer (for cyclists and motorists, as there will be reduced need to cross the centreline) and increase traffic flow and travel times for all road users, including buses. Faster travel times can increase the risk for cyclists. We would therefore like to see some effort to encourage motorists to comply with the speed limit, e.g. regular speed enforcement. Wadestown shops: We believe that it is important that there is sufficient parking for patients of the Wadestown Medical Centre. We assume that a significant number of these patients have limited mobility and therefore require a car park as close as possible to the Medical Centre. We note that some P15 parking spaces are proposed for this area. These will be of not much use for patients of the Medical Centre, as consults take usually at least 15 minutes, plus unpredictable and at times significant wait times. To mitigate this, the P15 could be changed to at least P30. Would another option be to create a couple of dedicated parking spaces for patients during opening hours of the Medical Centre (8am-5pm)? We note a comment that there will be more bike parking in the Wadestown village, without further information provided. We would like to hear more about this.

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Steve Mackle	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Manual bike

Do you have any comments to make about the overall proposed scheme?

Overall, I strongly support the changes, but realise that there may need to be some tweaks made. Some of the parking categories appear to need a bit more work. Parking – I live in the East parking zone, at the bottom end of Moorhouse St. I live down a zig-zag path and have no off-street parking. There are several other dwellings in the same situation. Currently the proposal is for the lower section of Moorhouse St and upper end of Fitzroy to be unrestricted parking. This area is already problematic due to commuters parking here, often poorly or inconsiderately. This will likely become more problematic with any reduction in unrestricted parking spaces. I request that Moorhouse St, and some of Fitzroy be zoned for P120 (permit holder exempt) parking. If not rezoned, then the closest proposed permit parking would be across Lennell Road, approximately 200 metres. This zoned section is across the road from only three houses which all have off-street parking. It would make more sense for this to be zoned as something different. It does service the Library when the closer parks are taken, but maybe some other form of short term park would be more appropriate. If the balance needs to be maintained between zones, there are several permit holder zones which are near properties that

already have off-street parking, so some of this could be juggled. I usually ride my bike to work in Newtown, but sometimes need to take my car to transport equipment when working in other locations. When returning home after night shifts, I often can't get a park within a reasonable distance of my house.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Very important
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly support
What is your main relationship to this street?
I regularly travel along this street
Do you have any comments to make about the proposed design for this street?
I rode this route for approximately 10 years (Wadestown to Johnsonville). I found this often section sketchy during the morning traffic where people were impatient and would try to pass when there was no space to do so safely.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly support
What is your main relationship to this street?
I regularly travel on this section of Wadestown Road
Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback

114620591866

NAME: Jeremy Verity	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly oppose

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

P120 zones are not needed if the proposed no stopping lines are not implemented. P120 limits is solution for a problem that does not need to be created with no stopping lines. Cycle lanes would only be for a small number of cyclists, but disadvantage hundreds of people. Businesses at the Wadestown shops will lose local parking which they desperately need to survive (many shops in Wadestown are struggling to survive) Residents on the cycle way will lose on street parking this will impact elderly, and young families with children. Cycleways are for a minority of rich white middle classed men. No stopping lines will not solve any problems , just reduce parking drastically, and mean people will have to sell their cars or move out of the suburb. The council are not even following their own rules in this regard, the limit is less than 6m street width for a no stopping line. Barnard and Hanover Sts are 7m and 6.4 wide nominally so why are no stopping lines being applied? The emergency services safety argument for yellow lines is nonsense, Emergency services have a range of different vehicles for different applications, there are smaller Class 2 Fire engines which are suited to the hilly streets of Wellington available. The same goes for ambulances. What will impact on safety, is the cycle lane which slows

emergency vehicles as they cannot easily overtake cars, as they cannot pull over due to cycle bollards. Speed humps also slow emergency services vehicles, meaning a house fire could get away or a person could die before the ambulance arrives, the initial response time is critical. Also the divide and conquer consultation at the library sessions is not welcome. A town hall type meeting is needed. Are the council scared that contrary opinions to the council might spread to quickly with a large number of people in one room.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Not important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Don't know
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Don't know
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
no issues at present, the car is the preferred form of transport for most people in Wellington	

Do you have specific feedback on a specific street? If so, which street?
Hanover Street limited parking already, people will move if they cant park a car

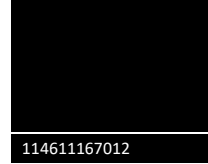
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?
limited parking space

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this street?
its not a suitable placce to ride a bike,

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this section?
, I dont want a cycleway, P15 P60 and P120 parks are not needed there is no issue with parking

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Lucy Stewart	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Walking

Do you have any comments to make about the overall proposed scheme?

I am in general very supportive of these changes as a Wadestown resident - they will make my life easier whether I am driving, cycling, walking, or catching the bus. However, I have to laugh at 'more bike parking' for the Wadestown shops...more than zero (as current) is more, I guess, but let's start with having ANY!

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)An off-street car parkA garage

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Neutral
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per household.	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly support
If you have any comments about proposed parking restrictions please provide them here:	
I think these restrictions are sensible and will improve parking access for residents. However, I think all the downhill parks on Grosvenor Rd should be P120 (with resident permits) as they are very clearly used by commuters. I also think it would not be unreasonable to restrict the P120 to 8am-6pm as often parking clears up in the evening, but it's not wildly unreasonable for it to go until 8pm either (acknowledging that in practice, if you park at 6 or after you're OK until the morning.)	

Do you have specific feedback on a specific street? If so, which street?	
Lennel Road I want to note my EXTREMELY strong support for extending no-stopping lines along Lennel Rd between the intersections with Sefton St and Moorehouse Rd. Tradies and movers often park here blocking the footpath, including around times schoolchildren are travelling, which is incredibly dangerous and scary.	
Sefton Street Lower Sefton St is used very heavily by commuters. If some of it is left unrestricted, this parking will all be used by commuters, all the time on weekdays. You may wish to consider changing it to all P120. This being said, as a frequent cyclist I don't actually mind the heavy utilisation of parking on lower Sefton St as it requires car drivers to be courteous & go slowly - it's one of the safer areas to bike uphill!	

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
No change
Why do you think that?
There are no parking changes on our street and neither we or our visitors have ever had trouble finding a park, even when our off-street parking was unavailable for several months due to construction work. We almost always walk or bike to the local shops/library/doctor.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly support
What is your main relationship to this street?
I regularly travel along this street
Do you have any comments to make about the proposed design for this street?
Love this, I hate having car drivers behind me when I'm cycling uphill along here and weaving in and out of parked cars, especially when I've got my toddler with me.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly support
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this section?
Very supportive of these changes. I think the 30kmh zone should be extended to the intersection with Moorehouse Rd as turning out of that street after visiting the library is bloody terrifying, and people REALLY put their foot down coming downhill too even if the sightlines are better. The library area/village green is part of the main village area & the 30kmh zone should reflect that.

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback

114628203499

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Mark Antony Steelsmith	Wadestown	An individual	Yes

Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Neutral

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

All of Barnard St needs to be 30 km zone. It is highly unsafe and almost impossible to go faster than that.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Neutral
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Neutral
Allowing all households in the area to get a number of free day passes for visitors.	Neutral
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
There are way too many unrestricted parking zones on Barnard St and Sar St. Both streets should be mostly restricted permit parking. The current proposal will not stop the main parking problem on Barnard and Sar Streets as it is people working in town who take up a lot of spaces, that makes parking around my house almost impossible.	

Do you have specific feedback on a specific street? If so, which street?	
Barnard Street The area outside 84 Barnard Street needs to be restricted residential parking as it is almost impossible to park there, especially if anyone has tradies working in the area.	
Sar Street Sar st needs restricted parking increased as many in town workers park there, forcing congestion up into Barnard Street	

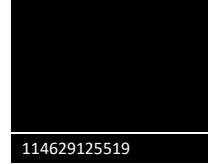
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?
Because there are not enough restrictions being placed on lower Barnard St and Sar St.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: David Law	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? *These include all changes in the traffic resolution TR56-24.*

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly oppose

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

The council has total disregard for the wishes of its residents, the fact that in the real world trade-offs have to be made with scarce resources, and a complete inability to be fiscally responsible with other people's money. Outrageous rates bills and increases to fund rubbish like this that will make the majority of ratepayers in Wadestown worse off, is criminal. Especially when you are totally failing at delivering core services. The proposal is terrible. The status quo is far superior. Stop it. There are far more important things the council needs to be doing with our scare resources. Go fix some pipes.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Not important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Not important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)I also have an off-street car park which is impossible for me to use because cars parked adjacent and opposite to my driveway make it impossible to maneuver in or out of my off-street park as there is insufficient space to turn without hitting parked cars

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
<p>This is clearly a terrible idea. The proposed changes will make the parking problems you purport to be helping to fix much worse. You are proposing to remove a significant amount of parking from the area. Demand for unrestricted parking will skyrocket and P120 parking wont solve that, rather it will shift more cars to unrestricted parking areas. Please stop. The status quo is far superior to your proposed scheme. As a ratepayer facing yet another enormous rates hike (18% this year taking my total rates to approximately \$8,500 / year) I do not want money spent on projects that will make the majority of residents in Wadestown materially worse off.</p>	

Do you have specific feedback on a specific street? If so, which street?
Pitt Street I own and live at ■ Pitt Street in Wadestown, and have done so since 2010. My specific issue is that it has been impossible for me to use my off-street car park for the last 5 years because cars parking adjacent to and opposite my driveway make it impossible to manoeuvre in or out of my off-street park. Consequently, I am forced to park on the street outside my house even though I would prefer not to. If your proposed parking scheme is introduced parking on the street near my home will become extremely difficult. This is because with the removal of a

significant number of car parks from streets either adjoining Pitt Street (Fernhill Tce and Fitzroy St) or near to Pitt St (Hanover St) and proposed changes to parking around the intersection of Pitt St and Lennel Rd, demand for unrestricted parking near my home (which is already high) will increase significantly. With the changes you are proposing, being unable to use my off-street parking is no longer acceptable and I'll need you to rectify the situation. If you don't, I would need to call the council on a daily basis to have cars towed to enable me to enter or leave my off-street car park, or failing that install bull bars on my car. My neighbours are really quite lovely people so neither of those options is particularly appealing. Instead, I think changing the position of a couple of 'L lines' and adding a small amount of yellow lines on the opposite side of the street from my driveway would be a much better way to go. The factors that make it impossible (I mean this literally) to use my off street parking include:

- Cars can park too close to the entrance to my driveway on both the left and right side (there are existing 'L lines' installed on either side of my driveway but they are far too close together)
- Cars park directly opposite my driveway, between 15 and 17 Pitt Street
- The above mentioned on street car parks adjacent to my driveway and opposite my driveway are almost always all occupied
- The entrance to my driveway is narrower than most other driveways on Pitt Street.
- The 'L lines' the council installed some years ago on either side of my driveway are much closer together (and to the sides of my driveway) than most other driveways on Pitt Street
- The street is narrow, such that when cars are parked on both sides of the street, there is only just enough room for 1 car to travel along the road. Together, these factors mean it is not possible to turn sharply enough to enter or exit my driveway within the space available without hitting the cars adjacent to, and opposite, my driveway.
- Many other driveways on Pitt street face another driveway on the opposite side of the road, rather than parked cars, meaning those residents have more space to manoeuvre safely
- My off-street car park slopes downwards onto my section, with poor visibility on either side, meaning it is only safe to reverse into and drive out of the space. Reversing up-hill out of this space would place pedestrians and other road users at undue risk due to poor visibility.

Related to the point above, another complication I have that is specific to me is an eyesight impairment which meant I had to be granted special permission from NZTA to obtain a driving license (as an adult around 9 years ago at 35). This makes me especially conscious of safety issues and compounds the visibility issue of reversing out of my off-street parking I mentioned above and means I will not risk using my off-street parking if I feel I'm placing others at risk. As a special condition of my license I am also unable to drive after dark. Having to scour wadestown for a parking space in the evening after I return home would be dangerous, and for me illegal. To fix this issue and ensure I can use my off-street parking I think at least 1 but realistically a combination of the following two things are needed:

- The distance between the existing 'L lines' on either side of the entrance to my driveway needs to be increased, probably by around 1.5m to 2m. Currently they are too close together and far closer together than for other residents on the street.
- Some yellow lines should be installed opposite my driveway between 15 and 17 Pitt Street (slightly off to one side to maximise manoeuvrability). I don't think all the parking space between 15 and 17 Pitt Street needs to be removed, probably around half of it at either end (but preferably closest to 15 Pitt St) would suffice. Please note, my immediate neighbour at 20 Pitt Street, Kristina Ryan has a very similar issue to mine and it is also impossible for her to use her off street parking. In her case this is primarily due to two factors: a narrow driveway with a lamppost encroaching on the entrance on one side, and cars parked too close to her driveway on the other side. My neighbour will make her own submission but we would greatly appreciate a co-ordinated solution for both of us and to speak with the right people at the council to make sure the issue is properly understood and addressed. A solution for both of us will remove 2 cars from parking on Pitt Street. We recognise that solution might slightly reduce on-street parking on Pitt Street, but on net, with both of our cars removed from the street I expect capacity for parking for everyone else on Pitt St would be no worse and might actually even be increased.

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?

Much harder

Why do you think that?

I live on Pitt Street (█ Pitt Street to be specific). The removal of a significant number of car parks from adjoining and nearby streets will massively increase the demand for unrestricted car parking on my street near where I live. I already have an off-street car park which is impossible for me to use because cars parked adjacent to, and opposite, my driveway mean I cannot maneuver into or out of my off-street park, and have not been able to do so for the last 5 years. With the introduction of the proposed scheme I expect I will have nowhere to park most of the time and you likely won't issue me with a p120 exemption permit as I technically have off-street parking, even though it is impossible for me to use it.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?

Strongly oppose

What is your main relationship to this street?

I live in the area

Do you have any comments to make about the proposed design for this street?

The roads are too narrow for a bike lane, that will be poorly utilised. The car parks are needed by residents. Prioritizing the needs of 3 cyclists over many residents is not appropriate and would not pass any cost-benefit test.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?

Strongly oppose

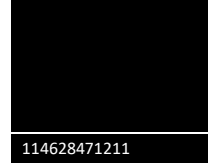
What is your main relationship to this street?

I live in the area

Do you have any comments to make about the proposed design for this section?

Don't make the changes. This will be dangerous. The status quo is better. The benefits of your scheme are far outweighed by the costs, which will have to be borne by rate-paying residents of Wadestown who primarily do not want them.

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Qing Yang	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly oppose

What is the main way you travel through or around Wadestown?

Walking

Do you have any comments to make about the overall proposed scheme?

What are the benefits and costs of these changes? Can they pass the simple cost benefit test? Given council’s current financial woes, can the investment and maintenance of the proposed changes be self-sustained. Please remember council’s decision should be benefiting the whole community rather than a small group or for Mayor or councillor’s ideology or party interest. Because majority households use car for their daily life, relatively far from shopping and working place, and car is the main vehicle using the road, so car driving should be made safe as well. This is very important. You are saying parking space is in high demand. So why reduce the available parking space?

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
An off-street car parkA garage

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Oppose
A maximum of two resident permits per household.	Oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Oppose
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Oppose
If you have any comments about proposed parking restrictions please provide them here:	
You are getting the situation more and more complicated? Are you going to have several parking warden to check from time to time? Got several person to issue parking passes and parking permits? What can city council and the wadestown community benefit from these changes? What damages this will do to the community? Can the action pass cost benefit tests?	

Do you have specific feedback on a specific street? If so, which street?

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
No change
Why do you think that?
Will have impacts on visitors.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this street?
The road are narrow already. Wadestown is also quite hilly, so not many people bike.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this section?
The roads are narrow already and there are more important things to do here. It is more important to make the junction between wadestown road and black ridge road safer.

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



NAME: Philip Berry	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? *These include all changes in the traffic resolution TR56-24.*

Oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Neutral

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Neutral

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Neutral

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

Check the boundary lines carefully - you and your neighbour may be designated different areas (East/West) despite having neighbouring street addresses limiting where you can park with a permit.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Moderate importance

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Neutral
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Neutral
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Neutral
A maximum of two resident permits per household.	Neutral
Putting a limit on the total number of resident permits that can be issued for parking zones.	Neutral
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Neutral
Allowing all households in the area to get a number of free day passes for visitors.	Neutral
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Oppose
If you have any comments about proposed parking restrictions please provide them here:	
According to the boundary map my house - [redacted] Pitt street is considered East Wadestown while all the others on the street are designated as west Wadestown. This will not allow me to use a permit anywhere near where my house is, certainly not on the same street!	

Do you have specific feedback on a specific street? If so, which street?
Pitt Street The boundary map appears to say my house is in the East Wadestown area while every other house with a Pitt street address is in West Wadestown.

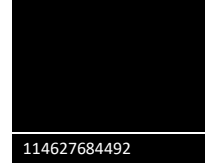
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?
While there is unrestricted parking on the Pitt street immediately outside my house, this will become premium parking for any resident in the street who chooses not to buy a permit - I will then be forced to find an area I can use my permit - which appears to be restricted to East Wadestown according to the map - which means I will have to park a long way away from my house if I can't find space in the unrestricted zone on the street outside my house. I won't even be allowed to use my parking permit in my own street.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Paul Fuge	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? *These include all changes in the traffic resolution TR56-24.*

Strongly support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

The primary function of road is to facilitate people getting from A to B via a variety of modes. They are not car storage facility! If cars can be parked safely, no problem. But where car parking no longer allows the safe functioning of a road to meet it's primary purpose they need to be reduced or removed.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback

114628394100

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Morwenna Mitson- Grills	Wadestown	An individual	Yes

Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Walking

Do you have any comments to make about the overall proposed scheme?

Please see previous comment about extending the 30km/h limit further down Wadestown Road as people come out of the village. It is too dangerous for children to cross the road by themselves on this stretch as people come round the corner way too quickly. I am concerned that with no parking traffic will flow more freely and therefore quickly increasing the danger to those of us who live here and have to cross the road to leave our property. I do support the no parking on this stretch as it's been difficult to come out of our driveway since the number of cars increased.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?	
Yes - I own a vehicle and park it in the area	
What is your main relationship to Wadestown?	
I live in the area	
What parking do you have access to and/or use most of the time?	
An off-street car park	

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Oppose
A maximum of two resident permits per household.	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Support
If you have any comments about proposed parking restrictions please provide them here:	
There are too many cars parked on the streets of Wadestown. We have seen a big increase on Wadestown Road after a number of properties converted from single dwellings to multiple ones. This has seen the number of cars rapidly increase with multiple car owners living in one place.	

Do you have specific feedback on a specific street? If so, which street?	
Wadestown Road ■■■ Wadestown Road Wadestown I really support reducing parking along here. It's been very difficult getting out of our driveway with cars parked on the opposite side of the road. There are frequent issues with buses getting stuck waiting for cars to come down or up and there have been a number of accidents.	

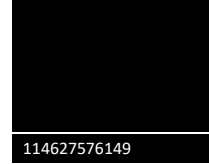
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
No change
Why do you think that?
We have a driveway so are lucky not to have to rely on on street parking. So far I'm not lazy enough to ever drive anywhere in Wadestown!

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Support
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly support
What is your main relationship to this street?
I live on this section of Wadestown Road
Do you have any comments to make about the proposed design for this section?
Please please please consider taking the 30km/h further down Wadestown Road. We live at 133 Wadestown Road and I won't let my children cross the road without on of us. People still come tearing round the corner out of the village despite that being 30kp/h. We have already had our cat run over so I would really appreciate you considering extending that 30 limit beyond our house. I feel unsafe crossing the road - I would hope the extended limit would mean people are actually doing 30 as they come round the corner and past our house not going at 50 + as is often the case now.

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Catharine Underwood	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Neutral

What is the main way you travel through or around Wadestown?

E-bike

Do you have any comments to make about the overall proposed scheme?

I find it interesting that the council is talking about extending the 30ks. All the times others have asked, the response has been it is up to NZTA not the council. There is no point in extending the 30kms limit unless it is being policed. I would support the extension of the 30kms but only when the council agrees to all the other requests for this to be done in other areas.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Low importance

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
No - I don't own or use a vehicle in this area.
What is your main relationship to Wadestown?
Other (please specify) Sometimes I work in Wadestown, but mostly I visit friends or travel through.
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Neutral
Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Oppose
If you have any comments about proposed parking restrictions please provide them here:	
<p>It was hard to tell from your map where the old colours and the new colours were. To limit permits to 1 per household is very rough on tenants. Often all tenants have a car so you can get up to 3 cars per house. Limiting permits is knocking those that don't own their own home. It seems that the parking proposal is a bit like using a sledge hammer to open a nut. Good to see that electric vehicles are no longer getting priority. They are a vehicle like all other vehicles - they take up space on a road so good to see the council is being consistent with it's attitude to cars. I really wonder how many complaints there were - and how much consultation was actually done prior to the plan. Did the residents association exec get to sit with the council and go through the plan? Perhaps I am missing something but there seems to be a supporting document missing that explains the community groups the council team met with, the external agencies like Driving Miss Daisy, Wgtn Taxis etc and then the lobby groups like Cycle Wellington. It begs the question of was real consultation carried out with the community before the plan was decided and sent out for greater feedback.</p>	

Do you have specific feedback on a specific street? If so, which street?
Blackbridge Road There is no need to remove the parking here for a cycle lane in either direction. There is enough room for all vehicles. If you want to change the parking, put the car parks on the downhill side and have no parking on the uphill side making it easier for cyclist. And most commuting cyclists will be going up hill in the morning busy time. And in the evenings can do as fast as the cars if not faster.

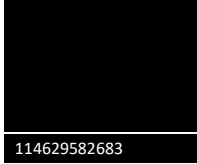
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Harder
Why do you think that?
When I work in Wadestown, it can be on any street. It isn't limited to just one street or property.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I regularly travel along this street
Do you have any comments to make about the proposed design for this street?
The only thing the council needs to do is put the parking all on the downhill side. There is no need for a separate cycle lane or indeed any paint. I often cycle this route and see no need to change. Usually the change is detrimental to cycling.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I regularly travel on this section of Wadestown Road
Do you have any comments to make about the proposed design for this section?
This is madness. What is wrong with sharing the road. The more lines you have the worse it is for cyclists. The main priority here is those that live on the street. not those that 'pass through' on their way to somewhere else.

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



114629582683

NAME: Dr Hugh Robertson	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Support

What is the main way you travel through or around Wadestown?

Walking

Do you have any comments to make about the overall proposed scheme?

Contrary to your assertions and mock photos on this website, Wadestown is NOT a suburb of cyclists. How many children cycle daily to Wadestown School or to Wellington Girls' or St Margaret's? I expect zero. The suburb is simply too hilly. I have a mountain bike, but I drive it to the flat and enjoy the coastal cycling routes, but I walk (downhill) or walk or catch the bus (uphill) to get to and from work in the city. The cycle lanes up Wadestown Road from the city inexplicably stop at Roscoe Terrace, and from the other direction the lanes from Blackbridge Rd will stop at Wadestown Village, leaving the cyclists to deal with what is likely to be by far the most dangerous section of their entire journey! Is the loss of 100+ car parks worthwhile when cyclists won't even have a safe passage. The proposed changes will make the current parking woes in Wadestown far worse. The Wadestown Rd cycle route from the city has already seen over 25 car parks disappear, and the Blackbridge Road to Wadestown shops section will see a further c.70 parks disappear, plus there are further parks proposed to be lost from streets such as Hanover Street, Fernhill Terrace and Fitzroy Street, resulting in well over 100 parks lost from the suburb. What we need are MORE, not LESS, carparks to cater for the needs of

residents, tenants, workers and visitors of Wadestown, and for the commuters who drive part way (from where? have you done a survey of these people to find out why they park in Wadestown and then walk or bus the remainder of their journey into town?). I am worried that staff of businesses in Wadestown (who will often not be residents of Wadestown) will not be able to find legal parking as it is proposed here, and this may break those businesses if they can't retain their staff and they lose customers. There are a few positive aspects of the proposal, such as the removal of legal parking on both sides of Lennel Rd between Pitt Street and Moorehouse Avenue - it is absurd to think that this would be a sensible place to park (and I have never seen anyone attempt to do so)! There are several open green spaces in Wadestown that could be partially converted to add extra parking, such as the triangle at the corner of Pitt St and Wadestown Road, and Philip Myers Park, that could both be used for sections of more efficient angle parking (e.g. on Moorehouse Avenue opposite the Dutch High Commissioner's residence and down to the library). Please abandon your plans to make a cycle lane up Blackbridge Rd through to Wadestown shops, and please also remove the cycle lane up Wadestown Road hill from Grant Rd to Roscoe Terrace and re-install the parks that have been removed - the Wadestown community was not consulted about that change and the loss of car parking there has already put much added pressure on parking in Wadestown. Thank you for consulting this time round regarding the sweeping changes that you propose for parking in Wadestown, and I hope that you act on the feedback that you receive and explore alternative options or at least maintain the status quo.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Low importance
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose

The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
<p>Wadestown desperately needs MORE parking, not less. Already over 25 parks have been removed to make way for the Wadestown Road cycleway (which Wadestown residents were not consulted on, or at least not in our part of Wadestown). Many of these parks were used by non-Wadestown residents who park and walk to town - this has added extra pressure on parking in Wadestown. The removal of a further c70 carparks from Blackbridge Rd and Wadestown Road will only make parking problems MUCH WORSE. Please drop plans for this cycleway, and please also revert to the previous parking allowed on Wadestown Road by getting rid of the little used uphill cycleway BUT, instead, put up signs near the two sharp bends reminding motorists to beware that they are sharing the road with cyclists. I regularly walk or drive up Wadestown Road and very few cyclists use the road because the hill is so steep (when I go cycling, I take my bike in the car flat land around the waterfront and use the excellent cycleway around the bays, and will use the cycleways to Eastbourne once it is complete; but NOT the Wadestown hill, nor the planned Thorndon cycleway which will be too dangerous.</p>	

Do you have specific feedback on a specific street? If so, which street?
<p>Fernhill Terrace The removal of three parks at the northern (distal) end of the street will add considerably to the existing parking pressures in the street. The main pressures are in finding overnight and weekend parking because there are usually plenty of parks available through the working day. The proposed times for parking restrictions do nothing to solve the current parking problems. We do not have commuters parking in Fernhill Terrace - the people parking are residents of the 7-8 dwellings at the lower (northern) end of Weld Street (who have NO parking available to them on Weld Street) and residents, tenants and AirBnB visitors of houses on Fernhill Terrace itself. An exception is when there are special events (e.g. funerals) at St Luke's church when visitors park in upper Fernhill Terrace). The 3 parks between 4 and 8 Fernhill Terrace should be retained and extra parks added by removing the footpath between 10 and 12 Fernhill Terrace, thus widening the street to allow 3 extra parks - this section of footpath leads nowhere and so pedestrians already have to cross to the eastern (city) side of the street to continue up Fernhill Terrace. Rubbish trucks manage to negotiate Fernhill Terrace twice weekly, and fire trucks have visited the street once in the 26 years I have lived here, and it didn't require assistance leaving the street. The Council could also consider negotiating with the owner of 1 and 2 Fernhill Terrace to expand the three offstreet parks on a car-deck to allow six or more parks over what is basically unused bare land.</p> <p>Blackbridge Road The loss of 30-40 parks on the uphill side of the street to make way for a cycle lane will create more parking problems in Wadestown. Where are residents supposed to park?? At about noon on Sunday 23 July, 16 cars and a rubbish skip were parked on this uphill section, and in the 30-40 minutes I was there and on Wadestown Road to the shops not one cyclist came</p>

past. Where is the data to support the demand for a cycleway?? How many cycle accidents have there been on the uphill side of Blackbridge Road in the past 20 years?
Hanover Street The removal of multiple carparks along the entire eastern side of the street will add to the existing parking problems in the whole of Wadestown. If the removal of the parks does proceed, the creation of an "overtaking bay" (taking away an extra 2-3 parks) in the middle section on the western side seems completely unnecessary.
Weld Street The houses on the lower section of Weld Street (below about #30) have no drive-on access and hence no car parking. The residents of these houses are reliant on parking in either Fernhill Terrace (from #2 to #14 Weld Street) and #23 to #30 Weld Street usually park on the short section of Weld Street joining to Wadestown Road (which is due to have some parks removed) or on Wadestown Road (which will have all parks removed).
Pitt Street Parking spaces have been much reduced around the triangle of grass opposite David's Hairdressers (from 9 spaces to 2-3). The triangle could be removed/redesigned to allow angle parking entered uphill from Pitt Street, to allow more and efficient parking.

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?
The removal of c.100 carparks along Wadestown Road (from Grant Rd) and Blackbridge Road to make way for cycle lanes will inevitably make parking more difficult for residents, businesses and visitors. I try to park in Fernhill Terrace (because lower Weld Street has no parks), but already I sometimes end up parking 300m away from home in Pitt Street or opposite David's Hairdressers as all the legal parks have been taken. The proposed Residents parking is likely to be inefficient because presumably the number of permits issued will be no greater than the number of parks available and so when someone is away from Wellington, then there will be unused spaces, that are currently available on a first come first served basis. The \$195 fee per year is simply a rort because there is no added service beyond the status quo.

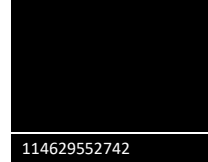
Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I regularly travel along this street
Do you have any comments to make about the proposed design for this street?
A cycleway is NOT needed. How many cyclists traverse this route per day?? This will result in the loss of 30-40 car parks which will put pressure on parking in nearby streets, or residents will park at Otari Wiltons Bush northern entrance and take away parks for reserve users.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I live in the area
Do you have any comments to make about the proposed design for this section?

The loss of over 25 car parks on Wadestown Road to make way for the cycle lane has already put much MORE parking pressure on all of the side streets, and this can mean long walks of over 300m for those residents without off-street parking. There will be reduced short-term parking available for people working in or using the businesses in Wadestown Village, which could kill them off. The cycleway is incomplete and will thrust the few bikes using them into the traffic through the most congested part of Wadestown, similar to the ridiculous situation where the new uphill cycleway on Wadestown Road ends at Roscoe Terrace where the street narrows.

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Mark Galvin	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly oppose

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

We oppose the planned parking changes and cycleway in Wadestown for the following reasons; 1. The premise of the Council’s supporting documentation is “to improve safety and accessibility” in the narrow Wadestown streets. This premise is wrong and thus an important reason to reject the proposed scheme. After negotiating these steep and narrow streets for over 37 years, by bike and car, we can advise the Council that we have never seen or been involved with an accident. It is the very challenging nature of the streets that make people careful and share the limited spaces with respect and curtesy, in most cases. Attempting to adopt an engineered approach to improve safety is flawed as it fails to overcome the main problem, there is not enough space. Forming dedicated bike ways at the expense of resident parking, does not necessarily improve safety, as there are still pinch points in the narrow roads, where bikes are forced into the car lanes. Studies carried out in the Netherlands have shown that shared spaces can be safer than highly engineered roads. 2. By taking out parking along Sefton Street in particular, you are discouraging people from taking the bus. The current parking around bus stops is assisting people to use public transport to commute into the city. Basically, Sefton Street

and Sar Street are being used as a Park and Ride during the week. This has been exacerbated by removing parking from the central city. 3. The proposed "Resident Permits" are unfair to the effected residents. The \$195 annual fee is yet another cost at a time of record rates increases. 4. The parking restrictions along the main routes will only drive the commuter parking deeper into Wadestown communities. This is only moving an issue, not fixing it. Has the Council considered deploying small regular shuttles at peak time to connect communities to main bus hubs? 5. Misplaced financial priorities at a time when basic infrastructure needs urgent attention. We notice that you have not provided any detailed costings for the work in your information to the community. As such, we can only express our displeasure at your lack of transparency. We also see funding being taken away from community assets such as Khandallah swimming pool and Wadestown community centre to help fund your pet cycle way projects. We object to the council imposing it's ideology on us at the cost of funding basic amenities and core infrastructure. The Council needs to get back to its core responsibilities.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Low importance
How important is it to manage on-street parking, where there is high demand for parking but limited street space?
Low importance

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	

Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

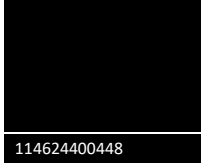
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



NAME: Duncan Smith	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Neutral

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Neutral

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Neutral

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?

What is your main relationship to Wadestown?

What parking do you have access to and/or use most of the time?

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

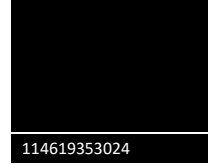
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Oppose
What is your main relationship to this street?
I live on this street
Do you have any comments to make about the proposed design for this street?
I am about to have a hip replacement operation and having to walk, carry groceries etc from halfway down the street will be a huge disruption to my life.

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Support
What is your main relationship to this street?
I regularly travel on this section of Wadestown Road
Do you have any comments to make about the proposed design for this section?

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION:
Kirsty Austin	Wadestown	An individual	Yes

Overall, do you support the proposed changes in Wadestown? *These include all changes in the traffic resolution TR56-24.*

Strongly support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Support

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Very important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
An off-street car park

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly support
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per household.	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Support
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly support
If you have any comments about proposed parking restrictions please provide them here:	
Permits should be restricted to one per dwelling (not two) to provide a fair opportunity for as many households as possible. For example there are many houses on both Hanover Street and Lower Weld Street that currently keep two or three cars parked on Hanover Street. These should only have an opportunity to take one of the permits.	

Do you have specific feedback on a specific street? If so, which street?
Hanover Street Permits should be restricted to one per dwelling (not two) to provide a fair opportunity for as many households as possible. For example there are many houses on both Hanover Street and Lower Weld Street that currently keep two or three cars parked on Hanover Street. These should only have an opportunity to take one of the permits.

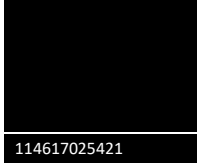
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Easier
Why do you think that?
No change for me as I have an off street park, but easier for my visitors and tradespeople.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



114617025421

NAME: Robert Tromop	SUBURB: Berhampore	ON BEHALF OF: Wadestown Medical Practice	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Neutral

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly oppose

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

The changes are not well thought out and will create congestion and health and safety risks. Unless the carriageway is widened its doubtful that safety is improved

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Moderate importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I own or manage a business in Wadestown
What parking do you have access to and/or use most of the time?
On the street (unrestricted)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
Plan ignores needs of businesses There are no alternatives to driving to work and parking for a day for many staff. Parking charges on top of uncontrolled rates increases are unsustainable. Additional costs are not sustainable for a business that is price controlled and underfunded by central government.	

Do you have specific feedback on a specific street? If so, which street?
Wadestown Road

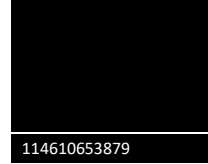
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
Strongly oppose
What is your main relationship to this street?
I own or manage a business in Wadestown
Do you have any comments to make about the proposed design for this street?
The road is already too narrow, and adding a cycle lane is a health as safety risk

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
Neutral
What is your main relationship to this street?
Other (please specify)i dont know how we can continue to stay open if our staff cant park. Frankly this might be the last straw and shut us down.
Do you have any comments to make about the proposed design for this section?
not clear how exempting parking spaces in the turnaround area will help with parking. The turning bay is regularly blocked by school parents, commercial vehicles etc and this dosent do anything to adress this.

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Rosanna Kear	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? These include all changes in the traffic resolution TR56-24.

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Neutral

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Low importance

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Moderate importance

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
Yes - I own a vehicle and park it in the area
What is your main relationship to Wadestown?
I live in the area
What parking do you have access to and/or use most of the time?
On the street (residents only)

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per household.	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Neutral
Allowing all households in the area to get a number of free day passes for visitors.	Strongly oppose
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	Strongly oppose
If you have any comments about proposed parking restrictions please provide them here:	
<p>I am a resident with residents parking on Grosvenor Terrace. I think the shift to 120 min parking options is a terrible idea. It is already a challenge to find parking spots because non-residents are parking in the residents parking spots; particularly people visiting Wadestown Vet. This means I frequently have to park far away from my house. I have challenges carrying groceries and my toddler up to my house which has no drive-on access. I also have several chronic injuries which makes this even more challenging. Furthermore, having to park far away creates safety concerns for me as a solo female walking in the dark, particularly if people are able to park overnight where I would normally park in the residents parking spots. Allowing non-residents to legally take up these scarce residents parking spots will make this situation much much worse for residents. I think this will achieve the exact opposite of what you claim to be trying to achieve. I am strongly opposed to this.</p>	

Do you have specific feedback on a specific street? If so, which street?
Grosvenor Terrace I live on ■ Orchard Street, half way up a walkway. The closest parking is near 1 Grosvenor Terrace.

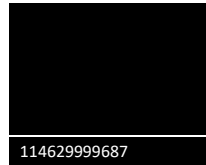
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Much harder
Why do you think that?
It is already a challenge to find parking spots because non-residents are parking in the residents parking spots; particularly people visiting Wadestown Vet. I frequently have to park far away from my house because of this. I have challenges carrying groceries and my toddler up to my house which has no drive-on access. I also have several chronic injuries which makes this even more challenging. Furthermore, having to park far away creates safety concerns for me as a solo female walking in the dark, particularly if people are able to park overnight where I would normally park in the residents parking spots. If you allow non-residents to legally take up these scarce residents parking spots, it means more people will park in these spaces, which will make this situation much much worse for residents. I think this will achieve the exact opposite of what you claim to be trying to achieve.

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

Wadestown pedestrian, bike and bus route, and parking scheme proposals –
 May 2024
Feedback



NAME: John Canty	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? *These include all changes in the traffic resolution TR56-24.*

Strongly oppose

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly oppose

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly oppose

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly oppose

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly oppose

What is the main way you travel through or around Wadestown?

Car/Van

Do you have any comments to make about the overall proposed scheme?

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Not important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Not important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
What parking do you have access to and/or use most of the time?

Do you support the scheme’s proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

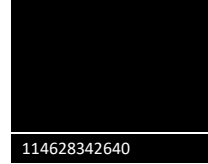
Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?

**Wadestown pedestrian, bike and bus route, and parking scheme proposals –
May 2024
Feedback**



NAME: Tris Egarr	SUBURB: Wadestown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed changes in Wadestown? *These include all changes in the traffic resolution TR56-24.*

Strongly support

Do you support the proposal to install a P120 (permit holders exempt) parking scheme in Wadestown?

Strongly support

Do you support the proposal to install no stopping lines on several streets in Wadestown?

Strongly support

Do you support installing changes for people on bikes on the Blackbridge Road and Wadestown Road route?

Strongly support

Do you support extending the existing 30km/h safer speeds zone at the Wadestown shops?

Strongly support

What is the main way you travel through or around Wadestown?

Bus

Do you have any comments to make about the overall proposed scheme?

I am a resident of upper Pitt Street. I primarily use buses but also drive. I have encountered many dangerous situations due to on-street parking in this area - particularly the section of Wadestown road between Pitt Street and Philip Myers Park; there is a blind corner in this section and never more than one lane available due to parking, which means cars frequently come around that corner from opposite directions on the same side of the street. There should be absolutely no on-street parking in this section, including for residents, as it is incredibly dangerous. Overall, I strongly support the proposed changes.

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

Important

How important is it to manage on-street parking, where there is high demand for parking but limited street space?

Very important

Wadestown parking scheme

Do you own or use a vehicle, and park it, in the Wadestown area?
What is your main relationship to Wadestown?
What parking do you have access to and/or use most of the time?

Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per household.	
Putting a limit on the total number of resident permits that can be issued for parking zones.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
The locations of the P120 (permit holders exempt) parking spaces and unrestricted parking spaces as shown on the map.	
If you have any comments about proposed parking restrictions please provide them here:	

Do you have specific feedback on a specific street? If so, which street?

Thinking about where you currently park, what impact do you think the changes to the streets will have on your ability to find a car park in Wadestown?
Why do you think that?

Wadestown bike route

Do you support the proposed changes on Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this street?

Overall, do you support the proposed changes on Wadestown Road between Pitt Street and Blackbridge Road?
What is your main relationship to this street?
Do you have any comments to make about the proposed design for this section?