
ORDINARY MEETING

OF

LONG-TERM AND ANNUAL PLAN COMMITTEE

AGENDA

Time: 9:30am
Date: Thursday, 6 June 2019
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

MEMBERSHIP

Mayor Lester
Councillor Calvert
Councillor Calvi-Freeman
Councillor Dawson
Councillor Day (Chair)
Councillor Fitzsimons
Councillor Foster
Councillor Free
Councillor Gilbert
Councillor Lee
Councillor Marsh
Councillor Pannett
Councillor Sparrow
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, 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.

AREA OF FOCUS

The Committee is responsible for developing the draft and final Long-term Plan and Annual Plans for the Council. The Long-term Plan and Annual Plan give effect to the strategic direction and outcomes set by the Strategy Committee by setting levels of service and budgets.

The Committee is responsible for developing the draft Annual and Long term Plan for consultation – including agreeing levels of service, the phasing of work, priorities across the seven strategic areas, the performance measurement framework, and budgets to be consulted on with the community as part of the Annual and Long-term Plan processes. It also recommends the Consultation Document for adoption by the Council.

The Committee also determines the nature and scope of any consultation and engagement required to support the Annual and Long-term plan process, considers community and stakeholder feedback, and is responsible for oral hearings where required.

Quorum: 8 members

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1. Meeting Conduct

1.1 Apologies

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

1.2 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.

1.3 Confirmation of Minutes

The minutes of the meeting held on 4 June 2019 will be put to the Long-term and Annual Plan Committee for confirmation.

1.4 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 Long-term and Annual Plan Committee.

The Chairperson shall state to the meeting:

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 meeting.

The item may be allowed onto the agenda by resolution of the Long-term and Annual Plan Committee.

Minor Matters relating to the General Business of the Long-term and Annual Plan Committee.

The Chairperson shall state to the meeting 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 meeting of the Long-term and Annual Plan Committee for further discussion.

1.5 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting 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 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

2019/20 ANNUAL PLAN - RESULTS OF ENGAGEMENT

Purpose

1. The purpose of this report is to present community and stakeholder feedback to inform final decisions on the 2019/20 Annual Plan.

Summary

2. Consultation on our Annual Plan 2019/20 is now complete. There were a significant number of visitors to our website, 88 written submissions and 27 oral submissions. There was majority support for the proposals in the plan. This report provides a summary of the process and feedback received and formally presents the written submissions.
3. Six traffic resolutions were consulted on at the same time as the annual plan; these resolutions are required to put in place the parking changes and fee increases proposed through consultation. A significant number of submissions were received for each of the proposed parking changes and fee increase options; a summary of this consultation is also included in this report.

Recommendation/s

That the Long-term and Annual Plan Committee:

1. Receive submissions on the 2019/20 Annual Plan consultation, as previously circulated.
2. Note the engagement report, summarising the process and tools used the feedback received for the 2019/20 Annual Plan, attached as Appendix 1.
3. Note the summary of submissions received on the parking traffic resolutions in **Appendix 3** of the Committee report.

Background

1. Each year the Council is required to develop an Annual Plan to give effect to its Long-term Plan (LTP) and to describe any proposed variations to the activities and budgets contained in the LTP. The Annual Plan for 2019/20 describes year two of the 2018-28 LTP and is to be adopted by the Council by 30 June each year.
2. Consultation on the 2019/20 Annual Plan consultation document was held between 8 April and 8 May, with oral submissions heard on 23 May.

Consultation report

3. The consultation focused on:
 - obtaining feedback on the 2019/20 variations to the LTP
 - the proposed change to fees and user charges and change to the rate differential
 - key projects in the plan for 2019/20 and in coming years.

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4. Engagement activities and tools were designed to raise awareness, encourage and ensure people had the opportunity to provide feedback. Appendix 1 contains a report on the engagement, including the approach and tools used, and a summary of feedback received.

Summary of feedback received

5. 88 written submissions were received from individuals or organisations and 6,000 'click-throughs' to our engagement website. An additional 133 comments were submitted through social media at our virtual forum.
6. While the number of submissions was lower than in previous years, it is worth noting that variances to what was adopted in the long-term plan were relatively minor and the purpose of this engagement was to inform people of our plan. It is also noted that there were two other significant consultations being undertaken at the same time, Planning for Growth and Zero Carbon Capital.
7. The feedback sought was mostly based around written thoughts, with two 'check box' questions to gauge support on the two most significant proposals. These proposals were the change to the rating differential and the changes to parking fees, the feedback was:
 - 40 percent support (including support and strongly support) for the rates differential, 35 percent of submitters were neutral or were 'not sure' and 25 percent opposed (oppose and strongly oppose) the proposal.
 - 55 percent supported all eight parking fee changes, 8 percent were neutral or not sure and 37 percent opposed the changes.
8. The written feedback showed general support for the proposals in each of the priority areas. The main themes from the written submissions were:
 - Public transport issues – while the operations of public transport in the city are managed by Greater Wellington Regional Council (GWRC), we received a lot of comments about the issues people are experiencing with public transport. We received several appeals to work with GWRC to improve the service.
 - Residents parking – including both comments in support and opposition to the proposed fee change, issues of availability and monitoring of these parks.
 - Central library – a lot of support for the reopening of a central library in the CBD.
 - Housing – there was general support for the proposals in housing and our focus on reducing homelessness in the city.
 - Convention centre – there was some opposition to the continued investment in the convention centre. Through the consultation on Our 10-year Plan there was majority support for this project and as a result the project is underway.

Feedback on engagement

9. A few submitters commented on the Council's engagement, including the clarity of the survey, the focus on digital engagement and a lack of hard copies available – particularly in light of the central library closure. This feedback will be taken on board for future consultations and through a review of the EngagementHQ platform.

New funding requests

10. While the majority of submissions focused on the variances Council proposed in the engagement document, a small number of submitters also raised funding requests of their own. Officers have made recommendations on these requests,

included in Report 2.

11. There were also a number of submissions that raised matters of a more operational nature. These submissions will be forwarded to the appropriate business units who will consider any specific requests against existing renewal and maintenance programmes, their relative contribution towards Council's overall outcomes, and whether there is sufficient flexibility within the work programmes to accommodate them.

Consultation on traffic resolutions to implement parking changes and fee increases

12. To comply with the Wellington City Council Consolidated Bylaw 2008, traffic resolutions are required to legally implement the proposed parking changes and fee increases. The traffic resolutions were consulted on at the same time as the Annual Plan with the public invited to provide any comments in writing.
13. The process requires traffic resolutions to be formally adopted by CSC on 20 June. This will be a formal confirmation of the budget decisions made through this committee meeting.
14. The proposed traffic resolutions are included as attachment 2 and the summary of submissions as attachment 3.
15. A significant number of submissions were received for each of the proposed parking changes and fee increase options with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the fee increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city. A number of submitters also commented on their ability to pay increased parking charges, when they are already struggling with a number of other increased living costs.
16. Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.
17. The following table summarises the number of submissions received for each option and the level of agreement or not with the intent of each option.

Option	Submissions received	For / Against each Option	
		Yes	No
TR90-19 Oriental Parade (Freyberg Pool Carpark, Metered P240)	280	39%	61%
TR91-19 (Coupon Fees)	305	20%	80%
TR92-19 Cuba Street, Metered P120	286	31%	69%
TR93-19 (Fringe Fees)	297	20%	80%

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TR94-19 (CBD Fees)	294	20%	80%
TR95-19 (Resident & Permit Fees)	327	21%	79%




Conclusion

18. This paper presents the results of engagement on the Annual Plan 2019/20 and traffic resolutions on parking changes and fee increases. Decisions made on this paper will be reflected in the final 2019/20 Annual Plan.

Next Actions

19. Report 2 proposes the final Annual Plan budget, including a number of changes since consultation. Officers will build the full Annual Plan based on decisions made at this committee for Council adoption on 26 June 2019.
20. The Final Annual Plan 2019/20 will be published by 26 July 2019. At this point submitters will be contact with a link to the final plan.

Attachments

- Attachment 1. 2019/20 Annual Plan - Engagement Report [↓](#)  Page 12
- Attachment 2. Parking traffic resolutions [↓](#)  Page 26
- Attachment 3. Parking traffic resolutions - summary of submissions [↓](#)  Page 50

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SUPPORTING INFORMATION

Engagement and Consultation

A consultation programme was followed and results included in this report.

Treaty of Waitangi considerations

N/A

Financial implications

Included in report.

Policy and legislative implications

N/A

Risks / legal

Applicable risks have been discussed in the paper and in the plan.

Climate Change impact and considerations

Climate change impacts have been considered and are a priority for this Annual Plan

Communications Plan

A communications plan is in place for the 2019/20 Annual Plan.

Health and Safety Impact considered

Considered through the plan, where relevant

Appendix 1: 2019/20 Annual Plan - Engagement Report

This report includes:

Section 1. Overview of how we engaged – the process, tools and activities undertaken in consulting on our 2019/20 Annual Plan

Section 2. Overview of community feedback – the results of consultation and summary of what we heard

Section 1. 2019/20 Annual Plan overview of how we engaged

Introduction

1. The Council's 10-year Plan (or Long-term Plan - LTP) is updated once every three years. The Annual Plan covers any significant variances to the 10-year Plan for the year(s) between updates along with a budget for the relevant year. This provides transparency for Wellington residents on what the Council does, and how the money is spent. Prior to adopting the Annual Plan, the Council may choose to consult with the public on the variance(s) or simply publish the Plan.
2. Public consultation on the 2019/20 Annual Plan took place between 8 April - 8 May 2019. The following provides an overview of how we engaged for the 2019/20 Annual plan. For an analysis of the consultation results see section 2 of this report.

Background

3. The 2019/20 Annual Plan budget is year 2 of the LTP 2018-28 and follows an extensive update of the LTP in 2018. The proposed 2019/20 Annual Plan did not contain major variances to the budget in the LTP.
4. The proposed variances to the LTP programme for 2019/20 were for:
 - Changes in expenditure in some projects in our five LTP priority areas; and
 - adjustments to the *phasing* of expenditure for some programmes
 - changes to some fees and user charges
 - change to the rating differential
5. All programmes with variances had already been subject to public consultation in the 2018 update of the LTP. The Annual Plan consultation programme focused on explaining the changes and obtaining public feedback.
6. In addition to the Annual Plan variances, the Council also consulted separately on a proposed housing partnership. A potential partnership was signalled in the LTP but requires an amendment to the LTP to explicitly allow for the specific partnership. The proposed partnership between the Wellington City Council and Housing New Zealand Corporation (HNZC) will allow for the re-development of the Council's Arlington sites 1 and 3 in Mount Cook as social and affordable housing, through a long-term lease to HNZC. The results of this consultation will be reported separately.
7. The Annual Plan and Arlington housing consultations also overlapped with two other significant concurrent public engagements - the Zero Carbon Capital plan and the Planning for Growth programme. These are significant plans, with wide ranging implications for Wellington's future development. This meant that there could be significant competition for public attention and feedback during the Annual Plan consultation period particularly given that the extensive LTP consultation in 2018 had already foreshadowed the year 2 (2019/2020) budget.

(a) Key phases, timings and focus

8. The Annual Plan consultation occurred in two phases.

- **Phase one.** Formal consultation was held between 8 April and 8 May 2019; and
- **Phase two.** Oral hearings and a forum was held on 23 May 2019.

9. The consultation programme design incorporated our on-going objectives of:

- raising public awareness / interest in the opportunity to provide feedback (particularly youth and Māori audiences)
- providing accessible information on the proposed plans, budgets or variances; and
- targeted promotion during the consultation period.

The Annual Plan consultation also provided an opportunity to pilot a new on-line engagement platform (Engagement HQ) with an extended range of community engagement tools.

10. Written submissions were received either on-line through the Annual Plan website, by email or by post. Social media comments were received through Facebook, Twitter or the Virtual forum Facebook event in May.

(b) What we consulted on

11. A consultation document (CD) was released that included:

- an overview of the priority areas and proposals requiring feedback; and
- a description of the impact these issues will have on rates, debt and levels of service.

12. In summary, the CD provided details on:

- **Resilience and the environment** - investing in core infrastructure and making our city more resilient against future shocks.
 - Omāroto reservoir – increase total capex and change in timing
 - Moe-i-te-Ra/Bell Rd reservoir – increase total capex and delay out of 2019/20
 - Kilbirnie pumpstation – increase total capex and delay out of 2019/20
 - Built Heritage Incentive and Resilience Fund – increase opex fund to \$1m and broaden focus
 - Coastal structures – increase capex and opex
 - Band rotunda – additional opex funding
- **Housing** - investing in quality and affordable housing to accommodate our growing population.
 - Arlington development – reallocation of funding
 - Alex Moore Park – increase funding
 - Community housing support (Dwell) – additional funding
- **Transport** - investing in transport options to maintain easy access in and out and around our city, promote alternative to the private car, and reduce congestion.
 - The Cycling Master Plan – change in timing
- **Sustainable growth** - investing in economic projects to continue to stimulate growth and diversification, in a sustainable and lasting way.
 - Convention and exhibition centre – change in timing and small reduction in capex
- **Arts and culture** - investing in arts and culture in a context of increasing competition to maintain our position as a vibrant, edgy capital.
 - Strengthening cultural facilities – increase funding and change in timing of Town Hall and St James
- **Fees and user charges** – a number of changes were proposed including parking, public health, community centres, swimming pools, marinas, cemeteries, landfill and alfresco dining licences.

- **Rates differential** – a change to the rates differential applied to the 'Commercial, industrial and business' rating category was also proposed.

13. The CD was available on the website, at the Council service centre and at libraries. The CD was supplemented by a range of other documents, including an Accessible CD, OPEX and CAPEX summaries, the 10-year Plan, and maps of parking zones in Wellington.

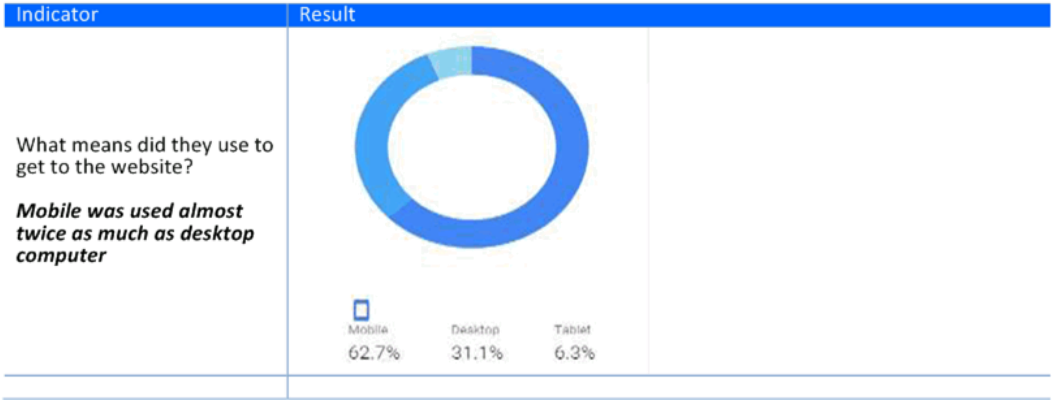
Key tools and activities

14. The engagement tools, activities and promotional channels with key results are as follows:

Engagement work streams and tools	Objectives	Completed activities / tools used	Key results
Engagement website	Outline consultation content Public access point for the engagement documents, receive on-line submissions	2019/20 Annual Plan website established on EngagementHQ platform.	<ul style="list-style-type: none"> • 6,485 visits (average per day: 213; peak day 377) • 303 documents downloaded • 88 submissions received (59 online, 29 written / email) • 61 submissions from individuals, 27 from organisations
Councillor portfolio support			
Develop tailored resources for Councillors on request	Information to help Councillors brief their constituents	Developed councillor resources as required	Councillors promoted the engagement at ward meetings and through social media sites
Advertising & Marketing			
Media releases & radio advertising	generate awareness of: <ul style="list-style-type: none"> • engagement topics • opportunities for feedback 	Used broadcast (radio) and print media outlets to advertise the annual plan engagement period	<ul style="list-style-type: none"> • Stations included mainstream, Iwi and Pacifica focused stations – Breeze, Coast Edge, Atiawa FM, Mai FM, Nui FM, The Sound & ZM). • Advertisements played over all stations.
Digital (on-line) advertising	Build awareness of engagement topics, opportunities for feedback	Campaign ran between 8 April and 8 May.	<ul style="list-style-type: none"> • 610,946 viewed the ads with over 6,000 clicks to the website
Social media			
Facebook, Twitter	<ul style="list-style-type: none"> • Encourage specific comments on priorities • Increase public awareness • Direct to website 	<ul style="list-style-type: none"> • comments tagged "#wgtnplan" • Tweets • shares and Links in Facebook / twitter posts 	<ul style="list-style-type: none"> • 8,500 viewed the Facebook event promotion • 167 shares, reactions and comments • 67 registered to attend • 145 watched (but did not participate) in the event
	Channel the public to the website for submissions	Web analytics to track referrals	Key social referral sources to the engagement website were: <ul style="list-style-type: none"> • Facebook (browser plus mobile) 30 percent of referrals • Twitter 1 percent of referrals
Virtual forum			
Live Facebook Q&A forum with Councillors supported by officers	Provide an opportunity for direct questions from the community	One Virtual ward forum held 6-7.30 pm on 30 April 2019	<ul style="list-style-type: none"> • 10 Councillors attended in person during the forum • 27 'went', 225 interested • 22,800 reach • 133 forum discussion posts, • 8 submissions were started during the forum or completed within 1.5 hours of the forum closing

Visitor (or user) activity on the web site

Indicator	Result																						
Unique user trends during the consultation period <i>Website visitor volumes and submissions increase as the consultation nears the closing date</i>	<p>Active Users</p> <p>Monthly 5K Weekly 1.1K Daily 164</p>																						
Website session by city	Wellington 75% - Auckland 6.2% - Christchurch 6.0% - Hamilton 1.2% - Porirua 1.2% other (incl. international 10.4%)																						
Where do site visitors go to first?	Top 10 pages viewed first (/ = the home page; culture 300x600 = click on the culture image to get to the culture page)																						
Where do site visitors go to first? Document downloads from the web site	<table><thead><tr><th>Page</th><th>Page Views</th></tr></thead><tbody><tr><td>/annualplan</td><td>4,279</td></tr><tr><td>/annualplan?Culture 300x600=</td><td>3,008</td></tr><tr><td>/</td><td>924</td></tr><tr><td>/waitohi-community-hub</td><td>618</td></tr><tr><td>/annualplan?tool=survey_tool</td><td>526</td></tr><tr><td>/login</td><td>380</td></tr><tr><td>/mobility-parking-spaces</td><td>363</td></tr><tr><td>/annualplan/survey_tools/annualplan-survey</td><td>277</td></tr><tr><td>/register</td><td>226</td></tr><tr><td>/transport</td><td>188</td></tr></tbody></table>	Page	Page Views	/annualplan	4,279	/annualplan?Culture 300x600=	3,008	/	924	/waitohi-community-hub	618	/annualplan?tool=survey_tool	526	/login	380	/mobility-parking-spaces	363	/annualplan/survey_tools/annualplan-survey	277	/register	226	/transport	188
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Document downloads from the web site Traffic referrals - how did people get to the website (channels)? <i>During the consultation period an increasing number of visitors came to the website by directly entering the web site address into their browser</i>	<p>Top 3 Document downloads</p> <p>Consultation document downloads - 165</p> <table><thead><tr><th>Total document downloads: 303</th><th>Supporting document downloads - 138</th><th>Accessible Annual Plan 2019/20 - 35</th></tr></thead></table> <p>Direct Social Email Search Engine .GOV sites Referrals</p>	Total document downloads: 303	Supporting document downloads - 138	Accessible Annual Plan 2019/20 - 35																			
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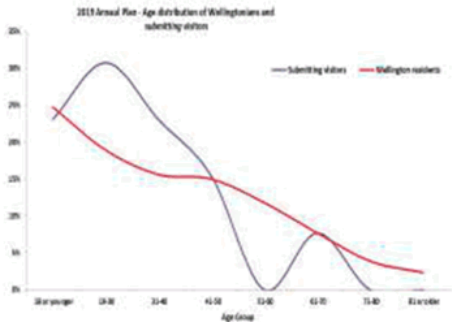


Submitter demographics

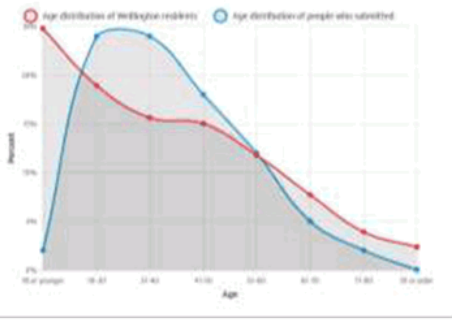
15. While demographic information was not collected in the previous (2015) long-term plan consultation, anecdotally we understand that:
- older age groups are more likely to participate in consultations; and

younger residents, Māori and Pacific peoples are less likely to participate in consultations on the Council’s plans.
16. Better demographic information enables a more comprehensive analysis of feedback, a better understanding of where and how residents prefer to participate, and continuous improvement in the design of consultation programmes.
17. For the Annual Plan consultation, we have collected registered user and submitter data on age, gender, ethnicity, and place of residence (suburb). This information was only collected for people who registered on the EngagementHQ site or submitted using a hardcopy of the submission form.
18. The 10-Year Plan 2018-28 was the baseline year for the monitoring of consultation demographics. Prior to 2018 anecdotal evidence suggested that the majority of submitters were from Older age groups (51yrs.+). For the LTP consultation a key aim was to attract younger audiences and for the Annual plan consultation to retain any shift toward younger age groups.
19. The following graphs show the age distribution of submitters on the 2018 LTP and the 2019/20 Annual Plan. For both most people who submitted were in the age group 19-30. They make up about 19 percent of Wellington's population.

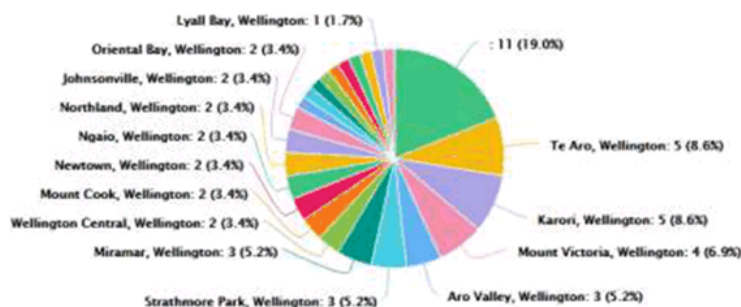
Graph A: 2019 Annual Plan - Age distribution of Wellingtonians and submitting visitors



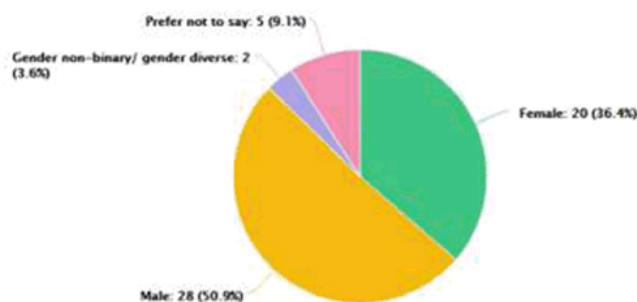
Graph B: 2018 LTP - Age distribution of Wellingtonians and submitting visitors



20. Using the place of residence (suburb) data collected, we see that submitters are spread across the city. There was no particularly dominant suburb. This is depicted in the pie chart below. A number of submitters skipped this section however so data was collected on suburbs for about half of the submitters.



21. The gender split of submitters is summarised in the following pie chart, it shows half of the submitters identified as male, 36 percent as female, 9 percent preferred not to say and 4 percent indicated that they were gender non-binary/gender diverse.



(c) Oral hearings and forums

22. Submitters could elect to speak to Councillors on their submission in either an oral hearing or oral forum. An Oral Forum is a workshop style method of submitters speaking to their submission. They are less formal and have more flexible timings than a traditional oral hearing. Submitters can *dialogue* their key points with Councillors and others attending. The objective of oral hearings is to provide those less comfortable with the oral hearing format with an opportunity to dialogue with Councillors in a different way. Oral hearings are more likely to be preferred by organisations than individuals.
23. Almost all those attending the oral forums in 2018 for the LTP commented that they approved of the less formal approach. We are re-running the 2018 oral forum survey with attendees to obtain feedback on the Annual Plan forums.
24. The Annual Plan oral hearings and forums were held on Tuesday 23 May, 2019. The number of individuals and organisations attending oral hearings / forums were:

Table 1: Submitters electing to speak to their submission

	Wants to speak - Representation		Attended*	% of Total
	Individuals	Organisations		
Oral Forums	5	3	8	30%
Oral Hearings	7	12	19	70%
Total	12	15	27	100%

*Excludes support people who did not speak

Section 2. 2019/20 Annual Plan Overview of Community Feedback

1. The following details the results of consultation on the 2019/20 Annual Plan consultation document. The analysis of results is based on the ratings and comments in submissions that were received from submitters between 8 April and 8 May 2018. Submissions were regarded as 'valid' if they were:
 - Recorded in the Annual Plan submission database as a result of the clicking the "submit" button following completion of the questions in the online submission form
 - A paper submission on the WCC form (which is the same as the on-line form)
 - A free-form email with narrative feedback that is clearly indicated as a submission on the Annual Plan; or
 - A written paper submission with narrative feedback that is clearly indicated as a submission on the Annual Plan.
2. Submissions were received either on-line, in writing using the hardcopy on-line form, in writing as a free-form written narrative or by email (as a free-form written narrative). Social media comments were received through Facebook, Twitter or the virtual forum Facebook event.
3. Written postal and email submissions were loaded into the on-line database as they were received. Analysis of the results commenced after all submissions were loaded into the consultation database.

Background

4. The analysis of submitter feedback covers both submitter ratings of support for proposals and projects and, narrative comments. Submitter comments were obtained from the online submission form, written submissions and/or tagged¹ comments from social media (Facebook, Twitter).
5. Submitter comments typically cover a range of interests and are not necessarily related to the consultation document proposals or the Annual Plan.
6. The analysis of the consultation results in general reflects the structure of the CD and the questionnaire i.e. by strategic priority (Resilience and environment, Housing, Transport, Sustainable Growth, Arts and Culture). Each strategic priority had a specific consultation LTP variance proposal(s) for one or a number of LTP work programmes.
7. For variance proposals within each priority area and changes to fees and user charges (excluding parking fees) submitters were asked for comments on the proposed changes.
8. For the proposed change to the rates differential and parking fees, submitters were asked to:
 - Rate their level of support using a five point scale; and
 - Provide comments on the proposal.

¹ Valid LTP social media comments were required to be tagged as #wgtonplan on posting. This enabled the comment to be readily identified (from other social media comments) as attributable to the LTP.

Summary of consultation feedback

9. The following analysis details the submissions received support and comments individual proposals and preferred options for each strategic priority.

Resilience and Environment - Te manahau me te taiao consultation results

What we proposed:

Changes to the following projects:

- Omāroro reservoir (funding increase and timing)
- Moe-i-te-Ra/Bell Road reservoir (funding increase and timing)
- Kilbirnie pump station (funding increase and timing)
- Built Heritage Incentive and Resilience Fund (increase the fund and broader focus)
- Coastal Structures (increase in funding)
- Band Rotunda (new funding)

Submitters could comment on one of all of the proposed changes.

What submitters said:

How submitters commented:

Number of submitters commenting: 40

Comments:

Comment themes:

General support: 8
General opposition: 0
Omāroro/reservoirs: 7 support; 0 oppose
Band rotunda – 5 support; 5 oppose
BHIF – 2 support; 4 oppose
Kilbirnie pumpstation – 1 support; 2 oppose
Coastal structures – 1 support; 1 oppose

Illustrative comments:

Favourable:

All of these projects sound like a good use of public money to increase the resilience of the city.

Strongly supportive of change that improve the resilience of Wellington, this has been neglected for far too long and we need to invest now to ensure that Wellington is still able to function after a major event.

Support band rotunda to preserve heritage & encourage commercial use.

Omaroro: Essential to build. Should be fast-tracked

Reservoirs are essential areas and part of WCCs core business. They should be a priority.

Favourable but with some concerns:

Support enhancements to our resilience through investing in these developments. Council needs to get MUCH better at accurately identifying the cost of these developments and holding to the budget.

Band Rotunda needs to be fully privately funded.

Unfavourable:

Bad Rotunda: Demolish and allow private developer to build new facility

Band Rotunda: While I'm all for valuing and restoring heritage buildings in our city, but pumping millions into one that sits over the water and in the coming decades be threatened by being underwater seems short-sighted and foolish.

BHIF: Scrap the fund and allow new sustainable and resilient (but beautiful or sensitively designed) buildings to be built.

Housing – Te orange ā-whare, ā-hapori consultation results

What we proposed:

We are proposing to make changes to the following projects:

- Arlington development (reallocation of funding)
- Alex Moore Park (change in funding)
- Community housing support (new funding).

What submitters said:

How submitters commented:

Number of submitters commenting: 36

Comment themes:

- General support: 16
- General opposition: 0
- Arlington: 2 support; 1 oppose
- Alex Moore Park: 3 support; 0 oppose
- Community housing support (Dwell): 7 support; 0 oppose
- Other key themes
- City housing – operational (4 comments)

Favourable:

Having a roof over Wellingtonian's heads need to be at the forefront of conversations around what get's brought forward vs. delayed. There is no community to make best use of facilities if there is not enough housing for those that need it.

Favourable but with some changes:

Support funding for Dwell. Council should create an arms-length Community Housing Provider, or divest its community housing to entities like Dwell, and exit from this work.

Unfavourable:

Arlington - Partnering with other agencies will not ensure high quality residences and/or service. Housing NZ Corp. has not recently been seen to be a good landlord and it would be good to know exactly who runs the Dwell Housing Trust.

Transport - Ngā Waka Haere consultation results

(a) Consultation proposal(s)

What we proposed:

We are proposing to make changes to the following project:

- Cycling programme (change in timing)

What submitters said:

How submitters commented:

Number of submitters commenting: 36

Illustrative comments:

Favourable:

Anything to encourage cycling, walking, bussing around the city, and take costs away from ratepayers

Building a cycle-friendly city should be a priority for WCC.

The Newtown Connections Project is expected to have a very significant effect on Newtown and the surrounding suburbs. We agree with taking time for careful planning.

Favourable but with concerns/queries:

WCC should support moves to get people out of private cars and into public transport. However the recent decline in bus services in some areas makes this difficult.

Unfavourable:

I have to drive and park as buses are terrible and cycle lanes a joke. Am I able to use my city or is my rates being used to close me out?

I want to see more support for public transport. While the Greater Wellington Regional Council is the lead agency for land based public transport, WCC can do more to influence this. Talking nicely won't do it. Threatening to close roads might. Don't agree with the emphasis on cycling, want to see more focus on pedestrians.

Comment themes:

General support: 8
General opposition: 4
Other themes:

- Active and public transport encouragement: 9 supportive comments
- Public transport issues: 18 comments

Sustainable growth - Te Kauneke Tauwhiro consultation results

What we proposed:

We are proposing to make changes to the following project:

- Convention and Exhibition Centre (reduction in cost)

What submitters said:

How submitters commented:

Number of submitters commenting: 34

Comment themes:

General support: 3
General opposition: 11
Other themes:

- Convention centre design (including integration with indoor arena): 5 comments
- Convention centre should be privately built: 5 comments

Illustrative comments:

Favourable:

[Submitter] welcomes the opportunity the Convention and Exhibition Centre brings to diversifying the city's economy. We recognise the potential this space has for young people to enjoy and make use of for events or simply as a 'hang-out' space.

Favourable but with some concerns/queries:

(Convention centre) should be reviewed under context of sea-level rise and master plan for CBD

Unfavourable:

I do not believe Wellington will be able to attract enough usage of a convention centre over those located in more populous and well connected cities.

Scrap the convention centre (it'll be a white elephant) and integrate with a future indoor arena.

Any new development of a convention and exhibition centre should be privately built. It is after all something which will benefit commercial concerns.

Arts and Culture – Ngā Toi me te Ahurea consultation results

What we proposed:

We are proposing to make changes to the following projects:

- St James Theatre (funding increase and timing)
- Town Hall (funding increase and timing)

What submitters said:

How submitters commented:

Number of submitters commenting: 31

Illustrative comments:

Favourable:

Wellington needs these iconic buildings and they need to be protected for future generations.

The city is suffering without these venues. I'm really looking forward to them being completed and support the funding increases.

Favourable but with some concerns/queries:

Ensure these structural changes do not negatively affect funding for pre-existing independent arts organisations and local artists.

I strongly endorse the Wellington Town Hall project. I also endorse repairs and upgrades to St James Theatre. Even more than these those, I'd like to see WREDA required to pay events staff at least the Living Wage

Unfavourable:

Knock down the old buildings, leave money in people's pockets. If you can't get legal permission to knock them down, just erect a large plywood fence around them and eyeball central govt.

Comment themes:

General support: 12
General opposition: 2
Other themes:

- Support for independent arts: 4 comments

2019/20 and future key projects

What we requested:

Under each priority area we have listed key projects that are occurring in 2019/20 and beyond.

- Share your thoughts on any of the specific projects listed in the sections 'our work programme for year 2' and 'looking ahead'.

What submitters said:

How submitters commented:

Number of submitters commenting: 37

Illustrative comments:

Favourable:

Landfill: It's good to see work proposed on reducing waste. I think the target of reducing by a third in eight years should be stricter.

I support transport initiatives including Safer roads including a reduction to 30km/hr in CBD and near schools

CBD Building Conversions: Good idea, especially if conversions can be made accessible and suitable for older or disabled tenants.

General comments:

Carbon emissions and adapting to sea level changes: need to be at the forefront of everything WCC does.

While I am pleased to see a one-off grant to the City Mission (they do fantastic work), I am wondering what this money will be used for. Will it produce new homes in Wellington? If it is for new homes, you should make additional money available to Registered Community Housing Providers to increase the supply of new affordable housing in Wellington.

Unfavourable:

There is no focus (budgeted) on council's energy conservation Council does not spend enough money on maintaining street trees and parks / gardens.

Frank Kitts park - I oppose the Chinese Garden plan for the Waterfront because Frank Kitts is functional and beautiful as it is

Comment themes:

General support: 2

General opposition: 0

Other themes:

- Chinese garden/Frank Kitts Park development: 4 oppose; 1 support
- Accessibility: 4 comments

Rates

What we proposed / requested:

The general rate is paid for by the 'Base' differential rating category (i.e. residents) and 'Commercial, Industrial and Business' differential rating category.

Currently a commercial property pays 2.8 times more in general rates than a residential property, if they were of the same capital value. We are proposing to increase this ratio to 3.25 to 1. This would maintain the proportion of total rates contributed by each differential rating category.

How do you feel about the proposed change? (circle your preference)

See page 17 of the 2019/20 Annual Plan consultation document for more information.

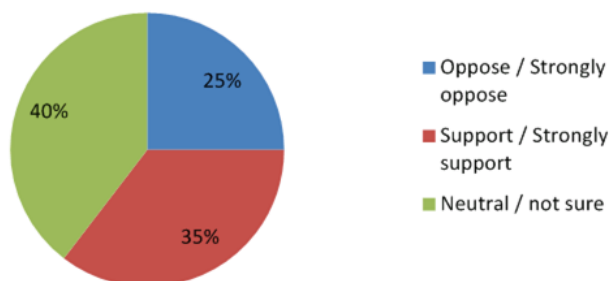
What submitters said:

Support for rates differential proposal:

Number of submitters answering quantitative question: 48

Quantitative results (support scale)

Rates differential - response



How submitters commented:

Number of submitters commenting: 29

Illustrative comments:

Comment themes:

General support: 6

General opposition: 8

Other themes:

- Query impact on small business: 3 comments
- Oppose average rates increase: 3 comments

Favourable:

[submitter] has not discussed this change but generally supports an equitable and sustainable rating system.

It's easier for businesses to claim expenses and get recompense from taxes.

Favourable but with some concerns/queries:

This is mainly dependent on the types of business affected. Typically I anticipate that businesses would more easily absorb the rates increase than a residential property, especially when wages/salaries are not increasing at a similar rate. On the other hand, many smaller businesses would struggle with the additional rates burden

Unfavourable:

I can think of many small and independent businesses, renting retail space, that might need to close down if increased rates mean higher rents. That would not be a good outcome for Wellington.

No mandate to increase the differential. The current ratio of 2.8 is already an unfair ratio and a burden on commercial property owners and their tenants

Parking fees

What we proposed / requested:

Wellington City Council manages approximately 10% of the parking spaces in the central area as well as eight resident parking zones in Wellington City. We are proposing to change eight different parking fees to ensure users pay for the parking spaces instead of increasing rates.

See page 17 of the 2019/20 Annual Plan consultation document for more information.

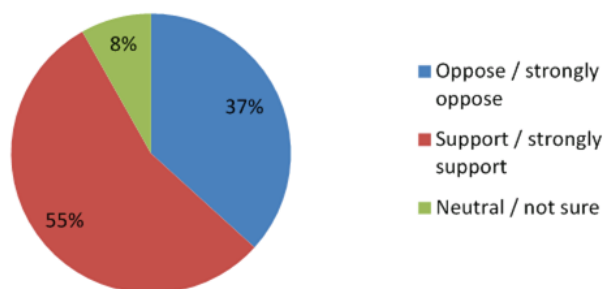
What submitters said:

Support for parking fee proposals:

Number of submitters answering quantitative question: 49

Quantitative results (support scale):

Parking fees - response



How submitters commented:

Number of submitters commenting: 41

Illustrative comments:

Favourable:

I think all the on street parking fees (residential, coupon, casual) should be paying for the privilege of storing their private property (their vehicle) on public land. I think the amount charged for residents parking is too low.

It is a privilege for people to be able to park their car on the street. Current charges do not reflect the actual cost or the opportunity cost of the council providing this car park. Charges should increase to reduce demand and encourage people to use other forms of transport.

Favourable but with some changes:

[Support] However, more needs to be done to support the mobility impaired, socially vulnerable (single parents with children) and the disabled.

The fees are sufficient, the only problem is there are not enough parks.

Unfavourable:

This just hurts people who need to use a car, of which there are many, many more since the bus disaster.

Parking is already hard enough, it won't discourage people to stop driving. It's also unfair to those who rely on coupon or residential to park near their homes. More parking spaces should be introduced and it can balance out the proposed fee increase.

Comment themes:

- Residents parking: 4 support; 7 oppose
- Availability of residents parking: 6 comments
- Parking policy: 4 comments
- Weekend parking (reinstate free parking): 5 comments

Other proposed changes to Council fees

What we proposed / requested:

Share your thoughts on other proposed changes to fees and user charges for the landfill, sewage networks, swimming pools, sports fields, marinas, community centres/halls, burials/cremations, dog registration and alcohol licensing.

See page 17 of the 2019/20 Annual Plan consultation document for more information.

How submitters commented:

Number of submitters commenting: 22

Illustrative comments:

Comment themes:

- Swimming pools: 2 support; 3 oppose
- Public health fees: 3 support; 1 oppose

Favourable:

Fees for swimming pools should rise - the annual cost to rate payers for these facilities is outrageously high.

Our landfills are too cheap, and more revenue should be

- Waste fees: 3 support; 0 oppose

generated to fund preventative measures such as
- introduce domestic composting schemes

- paying for more staff at the landfill to help police and sort what actually is being thrown into the landfill.

Favourable but with some changes:

Hike up alcohol licensing (for businesses only), marina fees, dog fees to double or triple their current - these have no 'public good' compared to pools and sports fields. Keep fees low for facilities with a public good.

Unfavourable:

Recreation increases I have an issue with. We are trying to reduce the cost of medical costs and CCDHB strain and do to this we need our people to be active on a regular basis to remain healthy physically and mentally.

Charges for swimming pools should be lower. Learning to swimming is an essential life skill.

Other comments

What we proposed / requested:

Is there anything else you think we should consider for the 2019/20 Annual Plan that has not been mentioned?

What submitters said:

How submitters commented:

Number of submitters commenting: 43

Illustrative comments:

General comments:

The central library was the heart of the city and where I found my tribe. Its closure and possible non replacement for several years is heartbreaking.

We are also concerned about the closure of the Library at such short notice and support the many suggestions that the Art Gallery should provide space for library members.

These kind of consultations are notoriously bad at reaching out to a wide range of demographics. Following your team's analysis for the respondents' demographic profiles a second round of targeted consultation will be required depending on who was missed (i.e. youth, teenagers, lower social demographics).

This survey is poorly designed

The recent online survey for feedback on this 2019/20 Plan is one example of money miss-spent.

Comment themes:

- Central library: 11 comments
- Consultation: 11 comments
- Public transport issues

Reference: TR 90-19

Location: Oriental Parade (Freyberg Pool & Fitness Centre Carpark) – Oriental Bay

Proposal: P240 Metered Parking & P240 Mobility Parking

Information: Freyberg Pool and Gym offer members a free parking permit so they can use the Freyberg carpark while they are at the gym or pool. Currently the parking permit has no time restriction so members can park for as long as they like for free. To improve the fair use of the limited parking available, the Council propose to introduce two hours free parking for Freyberg Pool or Gym members, with the option to pay for two more hours at a rate of \$2.50 per hour. Gym members will be required to validate their arrival in the member's area to receive two hours of free parking.

The change from P120 Metered parking and P120 Mobility to P240 Metered and P240 Mobility parking enables gym members and non-gym members to park for up to 4 hours at a time. This is in line with discouraging commuters from parking all day in this off street parking area and to facilitate parking for pool and gym users. It is noted that current on-road angled parking restrictions on Oriental Parade are metered (west of the entrance) and coupon with the first 2hrs free (east of the entrance).

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings are introduced.

Key Dates:

- | | |
|--|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 April 2019 |
| 2) Feedback period closes | 8 May 2019 |
| 3) Report sent to City Strategy Committee for approval | 20 June 2019 |
| 4) Report sent to Council for approval | 26 June 2019 |
| 5) Enforcement start | 1 August 2019 |

Legal Description:

Delete to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>West side commencing 17 metres north of its south- western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the building for 44.5 metres. (19 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>West side commencing 16 metres east of its south- western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the planted area for 13.5 metres. (5 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>Central Parking Bay, commencing 22 metres north and 17 metres east of its southern corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction (both sides) for 45 metres (30 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 14 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 10.5 metres. (4 angled parking spaces)</i>

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Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 31 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 28.5 metres. (10 angled parking spaces).</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 69.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 5.5 metres. (2 angled parking spaces).</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>Commencing 5 metres west of the north-eastern corner of the parking area (Grid coordinates x= 1749863.7 m, y= 5427479.3 m), and extending in a westerly direction following the formed sealed section for 5 metres. (2 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Mobility parking – displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Mobility parking – displaying an operation mobility permit only, at all other times.</i>	<i>East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following</i>

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		the formed kerb for 3 metres. (1 angled parking space).
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only, at all other times.	East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 8.3 metres north of its south- western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the building for 52.5 metres. (18 angled parking spaces)
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 16 metres east of its south- western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the planted area for 12.5 metres. (5 angled parking spaces)

**Oriental Parade
(Freyberg Pool &
Fitness Centre
Carpark)**

*Metered parking,
P240 Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am –
8:00pm, Saturday
and Sunday 8:00am
– 6:00pm.*

*Central Parking Bay,
commencing 22 metres
north and 17 metres east of
its southern corner (Grid
coordinates x= 1749872.6
m, y= 5427395.2 m), and
extending in a northerly
direction (both sides) for 45
metres (30 angled parking
spaces)*

**Oriental Parade
(Freyberg Pool &
Fitness Centre
Carpark)**

*Metered parking,
P240 Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am –
8:00pm, Saturday
and Sunday 8:00am
– 6:00pm.*

*East side commencing 14
metres north of its southern
corner (Grid coordinates x=
1749901.0 m, y= 5427410.4
m), and extending in a
northerly direction following
the formed kerb for 10.5
metres. (4 angled parking
spaces)*

**Oriental Parade
(Freyberg Pool &
Fitness Centre
Carpark)**

*Metered parking,
P240 Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am –
8:00pm, Saturday
and Sunday 8:00am
– 6:00pm.*

*East side commencing 31
metres north of its southern
corner (Grid coordinates x=
1749901.0 m, y= 5427410.4
m), and extending in a
northerly direction following
the formed kerb for 28.5
metres. (10 angled parking
spaces)*

**Oriental Parade
(Freyberg Pool &
Fitness Centre
Carpark)**

*Metered parking,
P240 Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am –
8:00pm, Saturday
and Sunday 8:00am
– 6:00pm.*

*East side commencing 69.5
metres north of its southern
corner (Grid coordinates x=
1749901.0 m, y= 5427410.4
m), and extending in a
northerly direction following
the formed kerb for 5.5
metres. (2 angled parking
spaces).*

**Oriental Parade
(Freyberg Pool &
Fitness Centre
Carpark)**

*Metered parking,
P240 Maximum,
Monday to Thursday
8:00am - 6:00pm,
Friday 8:00am –
8:00pm, Saturday
and Sunday 8:00am*

*Commencing 5 metres west
of the north-eastern corner
of the parking area (Grid
coordinates x= 1749863.7
m, y= 5427479.3 m), and
extending in a westerly
direction following the*

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– 6:00pm.

formed sealed section for 5 metres. (2 angled parking spaces)

**Oriental Parade
(Freyberg Pool &
Fitness Centre
Carpark)**

Mobility parking – displaying an operation mobility permit only at all times. P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.

East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).

**Oriental Parade
(Freyberg Pool &
Fitness Centre
Carpark)**

Mobility parking – displaying an operation mobility permit only at all times. P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.

East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 11/04/19

WCC Contact:

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**Principal Traffic Engineer/ Team Lead
Transport & Infrastructure**
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101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8641
Email: Charles.Kingsford@wcc.govt.nz

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Proposed Traffic Resolution Plan:



- Reference:** TR 91-19
- Location:** Central Wellington Business District
- Proposal:** Increase Coupon Parking including suburban trade coupons (Monday to Friday) from \$8.50 to \$12, per day. The monthly rate would move from \$135 to \$200.
- Information:** The Council proposes to increase the cost of on-street Coupon Parking to better reflect the current market value of all-day parking offered by private car parks in the city.

It is proposed to increase the cost of Coupon Parking in all areas from 1 July 2019.

	Current	Proposal
Daily	\$8.50	\$12.00
Monthly	\$135.00	\$200.00
Coupon - Suburban trade	\$8.50	\$12.00

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 April 2019 |
| 2) Feedback period closes. | 8 May 2019 |
| 3) Report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) Report sent to Council for approval | 26 June 2019 |
| 5) Enforcement start | 1 July 2019 |

Prepared By: Melanie Goodger
Operational Advisor – Parking Services

Approved By: Stephen McArthur
Manager Community Networks, Customer & Community

Approved By: Barbara McKerrow
Chief Operating Officer, Customer & Community

Date: 11/04/19

WCC Contact:

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Email: melanie.goodger@wcc.govt.nz

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Reference: TR 92 – 19

Location: Cuba Street - Te Aro

Proposal: P120 Metered Parking

Information: To manage the high demand for on-street parking in the vicinity of Upper Cuba Street, the Council proposes to change the 60-minute and 90-minute free parking in Upper Cuba Street, between Abel Smith and Webb Streets, with 120-minute metered parking from 1 August 2019.

The proposed parking fee is:

Monday to Thursday 8am to 6pm	\$3.50 per hour
Fridays 8am to 8pm	\$3.50 per hour
Saturdays and Sundays 8am to 6pm	\$2.50 per hour

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Key Dates:

- | | |
|--|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 April 2019 |
| 2) Feedback period closes. | 8 May 2019 |
| 3) Report sent to City Strategy Committee for approval | 20 June 2019 |
| 4) Report sent to Council for approval | 26 June 2019 |
| 5) Enforcement start | 1 August 2019 |

Legal Description:

Delete to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 9 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 8 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 24 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 48 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 78.5 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 15.5 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 12 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 25 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>

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Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 38.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 19 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 67 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18.5 metres.</i>
Cuba Street	<i>P90, Maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00am, Saturday and Sunday 8:00-6:00pm</i>	<i>East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 25.5 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 7 metres north of its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 38.5 metres.</i>
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Cuba Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 9 metres.</i>
Cuba Street	<i>No Stopping, At All Times.</i>	<i>West side, commencing from its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction</i>

following the kerbline for 7 metres.

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Cuba Street	No Stopping, At All Times.	East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 6 metres.
Cuba Street	No Stopping, At All Times.	East side, commencing 85.5m south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 5 metres.
Cuba Street	No Stopping, At All Times.	West side, commencing from its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 9 metres.

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 6 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 11 metres.
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 24 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 48 metres.

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Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 80 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 5.5 metres.</i>
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 12 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 25 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 38 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18 metres.</i>
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 67 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18 metres.</i>
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 24 metres.</i>

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Cuba Street

*Metered parking, P120
Maximum, Monday to
Thursday 8:00am -
6:00pm, Friday 8:00am -
8:00pm, Saturday and
Sunday 8:00am - 6:00pm*

*West side, commencing 9 metres
north of its intersection with Webb
Street (Grid Coordinates
X=2658483.4706 m,
Y=5988397.159521 m) and
extending in a northerly direction
following the kerbline for 36 metres.*

Prepared By:

Patrick Padilla

(Intermediate Traffic Engineer)

Approved By:

Steve Spence

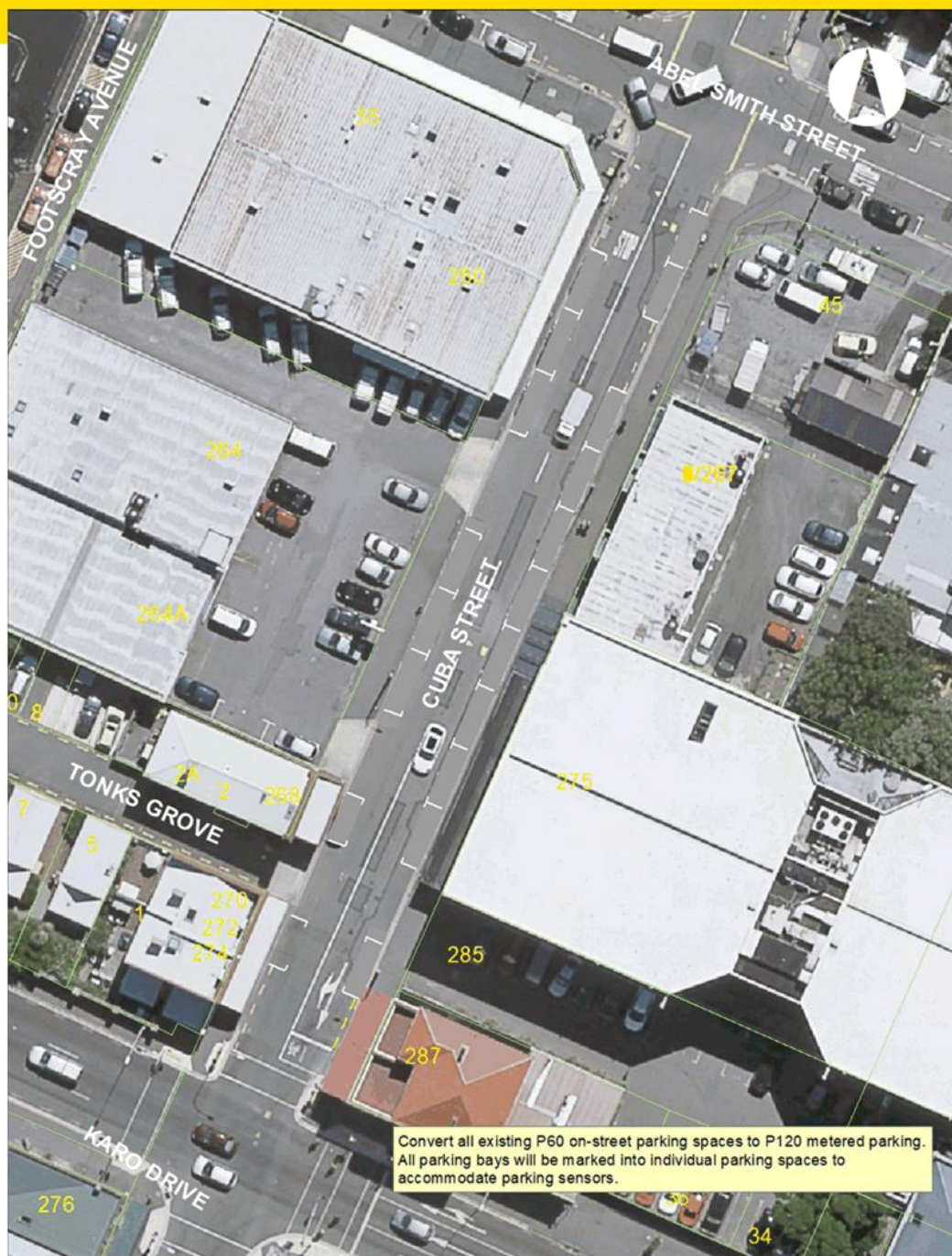
(Chief Advisor)

Date:

WCC Contact:

Patrick Padilla
Intermediate Traffic Engineer
Transport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Fax: +64 4 801 3009
Email: patrick.padilla@wcc.govt.nz

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P120 Metered Parking TR92-19
Cuba Street, Te Aro
Between Abel Smith Street and Karo Drive

MAP PRODUCED BY:
 Wellington City Council
 101 Waipara Street
 WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
 DATE: 19/04/2019
 AUTHOR: JACQUES
 REFERENCE:

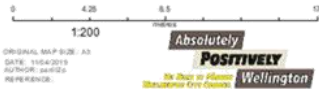
Absolutely
Positively
 Ka Hoki te Kaitiaki
 Whakataunga Kaitiaki
Wellington



P120 Metered Parking TR92-19
Cuba Street, Te Aro
Between Karo Drive and Webb Street

MAP PRODUCED BY:
Wellington City Council
100 MAUIHARA STREET
WELLINGTON, NZ

ORIGINAL MAP SIZE: A3
DATE: 11/04/2019
AUTHOR: JAMES
REFERENCE:



Reference: TR 93-19

Location: Central Wellington Business District – City Fringe

Proposal: Change the cost of metered parking on the city fringe from \$1.50 to \$2.50 per hour, seven days a week

Information: A \$1.50 per hour rate currently applies, seven days a week, for all city fringe parking. City fringe parking has a time restriction between nine and 11 hours, which allows all day parking.

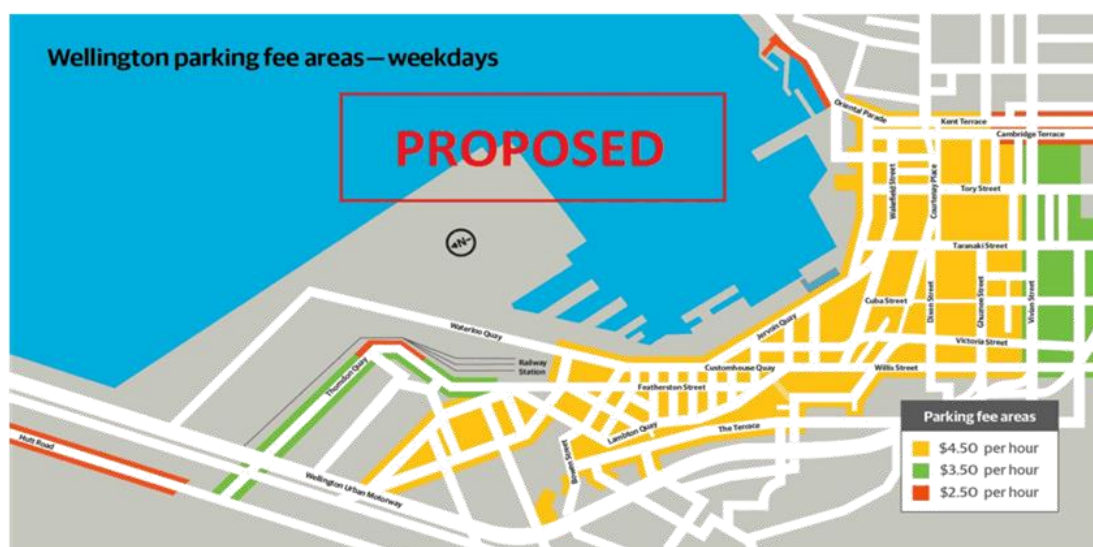
The Council proposes to increase the hourly rate of 350 city fringe carparks to allow a fairer distribution of cost across all parking areas. The proposed parking fee is:

Monday to Thursday 8am to 6pm	\$2.50 per hour
Fridays 8am to 8pm	\$2.50 per hour
Saturdays and Sundays 8am to 6pm	\$2.50 per hour

The affected streets include:

- Hutt Road
- Thorndon Quay
- Oriental Parade
- Cambridge Terrace
- Kent Terrace

See map for more detail on the affected areas.





Key Dates:

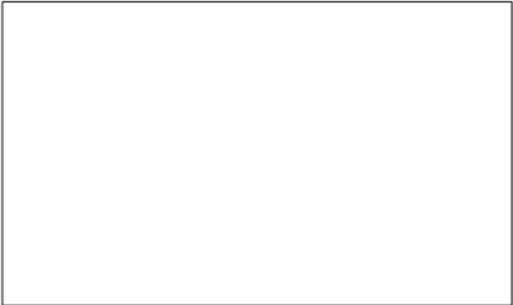
- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 April 2019 |
| 2) Feedback period closes. | 8 May 2019 |
| 3) Report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) Report sent to Council for approval | 26 June 2019 |
| 5) Enforcement start | 1 July 2019 |

Prepared By: Melanie Goodger
Operational Advisor – Parking Services

Approved By: Stephen McArthur
Manager Community Networks, Customer & Community

Approved By: Barbara McKerrow
Chief Operating Officer, Customer & Community

Date: 11/04/19



Reference: TR 94-19

Location: Central Wellington Business District

Proposal: Increase the cost of metered parking (Monday to Friday) from \$3 to \$3.50 per hour and \$4 to \$4.50 per hour

Information: To reflect the market value of on-street parking and reduce the price differential between the various parking areas within the CBD, the Council proposes to increase the cost of \$3 and \$4 parking. This will allow a fairer distribution of cost across all parking areas.

It is proposed to increase the cost of metered parking from \$3 to \$3.50 per hour and \$4 to \$4.50 per hour during the following times:

Monday to Thursday from 8am to 6pm

Fridays 8am to 8pm

See map for more detail on the affected areas.





Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 April 2019 |
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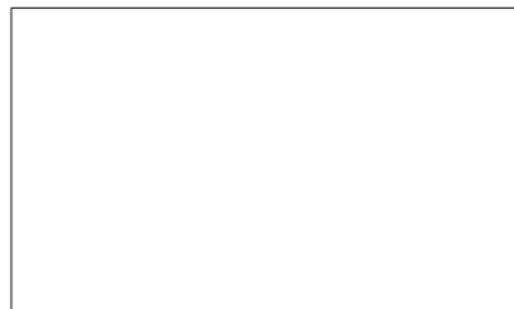
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Melanie Goodger
Operational Advisor – Parking Services

Approved By: Stephen McArthur
Manager Community Networks, Customer & Community

Approved By: Barbara McKerrow
Chief Operating Officer, Customer & Community

Date: 11/04/19



Reference: TR 95-19

Location: Residents Parking and Coupon Exemption Zones

Proposal: Increase cost of Resident and Coupon Exemption Parking Permits

Information: Vehicles parked in a Resident or Coupon Parking area that display a valid permit, can occupy the parking space all day.

The Council proposes to increase the cost of resident and coupon exemption parking permits to better reflect the value of the land and parking benefit gained by the permit holder. The proposed rate equates to a weekly rate of \$3.75 for resident permits and \$2.31 per week for coupon exemption permits.

It is proposed to increase residents parking permit fees in all areas, except Miramar South, from 1 July 2019. The areas impacted include Clifton, Kelburn, Kilbirnie, Mt Victoria, Mt Cook, Newtown, Te Aro and Thorndon.

	Current	Proposal
Resident Permit - Yearly	\$126.50	\$195.00
Resident Permit - Monthly	\$10.00	\$17.00

It is proposed to increase the fees for Coupon Exemption permits in all areas from 1 July 2019. It is also proposed to introduce a monthly Coupon Exemption Permit if a 12-month permit cannot be issued.

	Current	Proposal
Coupon Exemption Permits - Yearly	\$71.50	\$120.00
Coupon Exemption Permits - Monthly	n/a	\$10.00

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Key Dates:

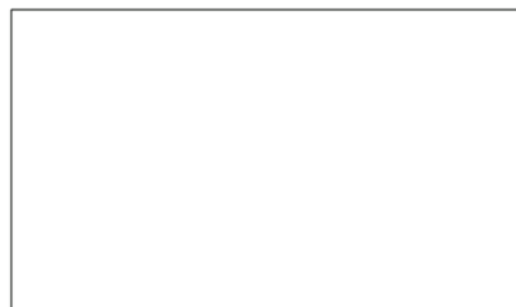
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Prepared By: Melanie Goodger
Operational Advisor – Parking Services

Approved By: Stephen McArthur
Manager Community Networks, Customer & Community

Approved By: Barbara McKerrow
Chief Operating Officer, Customer & Community

Date: 11/04/19



Report: Response Statistics by Category

Category Name:	1-TR 90-19 Oriental Parade (Freyberg Pool), P240 Metered Parking
Total number of submitters:	278
Total number of points:	282

Response field Number and Name: 1-TR 90-19 Oriental Parade (Freyberg Pool), P240 Metered Parking		
Decision Sought	Number of submitters who selected this option	%
Yes	109	38.93%
No	171	61.07%

1-TR 90-19 Oriental Parade (Freyberg Pool), P240 Metered Parking

Decision Sought	Percentage
Yes	38.93%
No	61.07%

Submitters for this question
No

1 - Peter Kelly: There is no reason to provide free parking here that is better than coupon parking. The proposal is too generous. It should not exceed P120 if it stays free.

No

Bryan Pope: I completely disagree. This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status. There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration feed and levy those hire bikes and e-scooters.

Yes

Nathan Rose: I support increasing the cost of parking as we should not be encouraging people to drive. The

cbd needs to be less car friendly and onstreet parking should be reprioritised for wider footpaths, cycleways and bus lanes, not storing peoples private vehicles.
No Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!
No Abi Armory: Simply another tax on the poor. We will no longer be able to afford to park at home as we are students and won't be able to afford the resident park renewal. We also rarely park in town due to the current expenses so why you are considering putting up more is shocking. We will have to move out of Wellington if this is the parking proposal, Wellington will become unaffordable for young people and families. Good one!
No Bonnie Lee: The cost of living in Wellington is already breaching means. It is a beautiful city and the council needs to take care of its residents. Many people, like myself, have to pay for residents parking as my property does not come with parking.
No Ash Wang: Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!
No 13 - Jakab Chesterman: Its a joke increasing resident parking prices, as someone that flats in central Wellington finding parking is difficult and already painfully expensive. My pay has just gone up for the first time in 4 years thanks to minium wage going up, now a chunk of that would go towards paying more for parking for my car and less of that extra money can go towards actually enjoying time in town, going to cafes and galleries with my family, it might seem like a small increase but that small amount seriously hurts people already on limited budgets.
No 19 - Shaun Swan: It's so expensive already for parking and rent that increasing it will be hard to fit into budget that is already so tight.
No 21 - Rachael Jones: Aready outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.
No 22 - Sheridan Irain: There is no need for metered parking around this area
No 23 - Olivia Mellor: Owning a car to get to and from work and visiting my family out of the cbd is becoming more and more cost prohibitive. I need a car to transport my father who has had a hip replacement and can't use public transport comfortably. I struggle to understand why the council, who is meant to represent the best interests of the people it represents, is continuing to punish people. Even someone visiting the city and paying for hourly car parks would be deterred by the sky high pricing. I understand this is to help pay for the future development of the city but the majority of the people who need resident parking are not the people who should have to pay for it in my opinion.
No 26 - Dan Squire: Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life
No 36 - Steffi Van Lith: Stop making things harder for people in an already tough economy

No 37 - Jason Coleman: Why should we be charged for parking and using a council owned facility
No 39 - Matt Toole: Honestly, leave it as is. Charges on charges for parking are in this city. And the parking prices are unreasonable and already forcing people to go elsewhere out of Wellington. Do not kill off our central beaches too.
No 40 - Carl Howarth: 240 is too long and will encourage people to use the parking as long stay spaces
No 41 - Grace James: I think there is little benefit to the current system for residents, and it's questionable if there is any benefit for the city itself or the health region. There's no point increasing meter and resident parking costs as it will be a huge disadvantage to people who work in the central but live outside of the CBD, it'll be difficult for students, for people with beneficiaries, for tourists, for general population whose anxiety will increase on the daily by thinking of constantly moving their cars every couple of hours so they don't get ticketed. It increases gas pollution, too. The current pay model doesn't make any sense, the city simply isn't big enough to suffer from a major shortage of parking, and the city's downtown could benefit from getting more people into businesses in the area. People are already suffering with petrol prices hence the increase of petrol drive-offs. They're also suffering with the early bird parking and the current meter parking. Getting ticketed is already too common in the CBD There's too many economical disadvantages in the CBD community with commutes, gas/fuel, and rent. I think it's best to revise this option. Please do not do it. It's a huge disadvantage.
No 42 - Grace Cantrick: Personally, as a student the financial struggle is overwhelming. I rely on having a car as transport to my part time job. Without my job I would have to fully rely on my student loan to cover all my expenses. Paying for residents parking I believe is already steep as we already have to pay a steep rent to live in Wellington. I do not believe this increase will benefit many people
No 50 - Abby Malcolmson: The cost of living is high enough.
No 51 - Sian Parry: Stop increasing parking prices, nobody wants to be in the city anymore.
No 53 - Brooke Stoddard: Raising the price by such an amount is unfair considering the amount of students who need to pay for parking who are already struggling, like myself.
No 54 - Jarrod Bidois: Parking is too expensive already.
No 60 - Eduardo Gutierrez: There is not enough parking space to make sense of this increase, residents shouldn't have to pay more and still not have enough parking space available for them.
No 66 - Angus Lindsay: Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.
No 70 - Sophie Greaney: Why make it more expensive for people to enjoy a nice day
Yes 71 - Victor Chang: Sounds reasonable

<p>No 73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.</p>
<p>No 74 - Guest O'Connor: Should be free. It's out of the city centre</p>
<p>No 75 - Jolon Behrent: Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.</p>
<p>No 84 - Milind Gandhi: It's really large amount to go out</p>
<p>Yes 87 - Connor Wallis: Not relevant to me</p>
<p>Yes 93 - Nicola Stout: Even though the pool is a public pool the gym is not a public gym. Places like this are "luxury" entertainment or other activities. If you're going to park there you should have to pay for parking as well.</p>
<p>No 105 - Jess Malcolm: Wanting people to pay \$3.50 to \$4.50 an hour for parking is absolutely ridiculous. As well as it is ridiculous to expect more from resident parking. There is very limited off street parking in Wellington and by uping the price just to get more money it puts the poor lower then where they already are. This is so stupid, do not go through with it.</p>
<p>No 108 - Daniel Marshall: I believe that an increase in cost of street parking harms the less fortunate as more affluent people have off street parking anyway</p>
<p>Yes 109 - Kurt Sharpe: I support this proposal with an exception for people with disabled parking authority.</p>
<p>No 112 - Guest Gray: Parking is expensive already. please find better ways to pay for councilor's mis-spending.</p>
<p>No 116 - Joanne Purcell: The bus service needs to be fixed so that buses are reliable before the cost of parking is increased.</p>
<p>No 118 - Jack McPherson: Parking is all ready scarce and unaffordable and as a student i cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p>No 119 - Rhondda Labone: The parking costs are quite substantial now and more will keep future people away from the city centre, many are going to Queengate and Porirua now for free parking and not having to fight those stupid parking machines.</p>
<p>No 122 - Scott Priddle: With parking being paid 7 days a week it's hard for families to take advantage of the weekend peak hours to use these facilities, as there are so few free parks left and the cost of parking is so high</p>
<p>No 124 - Craig Sefton: Stop being so ridiculous. Are you putting more parking in? No. You actually just removed a whole lot. Charging more for less parking. You should all be ashamed, and looking for new jobs. You are supposed to work for the people of Wellington, not constantly fuck them over, don't forget that.</p>

<p>Yes 127 - Dan Lord: Yup, looks good</p>
<p>No 129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p>No 130 - Courtney Hutchinson: I think it's ridiculous to charge us residents even more, please have some morals WCC</p>
<p>No 136 - Grace Harcourt: Please stop. The fares are outrageous enough already.</p>
<p>Yes 137 - Ashton Abou-Antoun: 2 Hours is the maximum amount of time most people would need to spend at the gym or swimming pool.</p>
<p>No 138 - Samantha O'Hara: Parking is already incredibly expensive!!!</p>
<p>Yes 141 - Katherine Mitchell: Who is spending over two hours at the gym?</p>
<p>No 155 - Phoebe Archibald: Wellington's parking is already very high in price and making it higher again will make the city in assessable for people who cannot pay high fees</p>
<p>No 163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on tasman street for at least the mount cook residents to park so we arent all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p>No 171 - Matthew Dean: Situation: As well as serving the swimming pool and gym, the Freyberg carpark also serves Freyberg Beach and the adjacent piers. Freyberg Beach is the only central sand beach/picnic area/playground that has reasonable parking to a mobility impaired access.</p> <p>Problem being created: Allowing P240 will effectively mean first in best served for evening access. (e.g. if arriving after 2pm or 4pm Friday, parking will be extended until after the limit of beach use utility). This beach appears busiest in the late afternoon/early evening, and on many evenings the carpark is full, or close to full, during this period. Many beach users are not competing with the discouraged commuter use that this change seeks to address.</p> <p>I believe that by extending the parking time limit, beach user access will be restricted. Particularly this will affect users of the above facilities coming after work, school or preschool.</p> <p>This effect has not been identified in the consultation.</p> <p>Partial support: I support removing any unfair situations, including where commuters can park all day without paying fairly.</p> <p>Possible solutions:</p> <p>1. Retain P120 either in whole or part e.g. the beach front spaces, and/or;</p>

2. Increase the number of mobility parks.	
No	174 - Calib Pomana-Wesley: This is just revenue collecting. Weekend parking has been added and enforced harshly.
No	175 - Jasper Healey: cost of food and rent rising we can barely afford anything what with the blq tent corruption around the shelly bay development and now this! no way am i voting for anyone currently in city council next bi election
No	183 - Lorraine Loveridge: are the council trying to encourage people to not come into the city. Since the bus service is screwed from mmarori these days we never use it and with the amount of car parks most in the City plus increase of parking charges it really does not encourage me to come to the city. I used to spend a lot of time and money in the city but tend to avoid the place these days
No	185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.
No	187 - Tai Weyde: I don't support the increased cost of parking. Its rough enough as it is with crazy parking prices
No	190 - Guest Osborne: It is unreasonable to put up the prices, it is already high enough as it is. Please actually think about what you are doing, not everyone earns as much money as you do
No	195 - Blair Richardson: How about you cut pointless spending and wasting public funds before you increase parking. This is on top of the increase to rates and is making Wellington too expensive to live in.
No	199 - Guest Randall: Metered? if it was a free public pool sure but pay for parking and pay for the pool. come up with an actual solution.
No	200 - Flynn Everingham: It's ridiculous, parking meters are already too much and as a student I struggle to see how im going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased
Yes	201 - Jeff Soukotta: Makes sense - allows for higher turnover hopefully.
No	203 - Guest Last: 2hrs free should be available to all users not just freyberg pool/ gym before any charges apply. This is a council run facility and should not get special rights.
Yes	207 - Julia Stevens: This is the only proposal that seems logical and has fair reasoning.
Yes	214 - Flavia Figueiredo Machado: there is no free parking someone is always paying for that
Yes	231 - Ross Wakefield: This proposal should help increase turnover of carparks and prevent it being used as all day parking by Gym/Pool members.

No 235 - Vanessa Harrold: All parking around Freyberg Pool should be metered so then it is fair to everyone looking for parks.
Yes 238 - Patrick Morgan: This will assist with turnover of parks and make them available to more people.
No 245 - Natasha Wall: This area should remain free parking.
No 247 - Stephen Carey: Another stealth tax enough is enough
Yes 254 - Guest Cook: I think it's a bit silly to remove car parking spots in a place that gets absolutely packed in the summer. But I'm not overly opinionated on this one.
Yes 264 - Guest Chan: 2 hours ample time
Yes 268 - Magenta Mudgway: However I feel that 2 hours free parking is unfair and 3 hours (4 max) should be afforded to encourage those who are wanting to spend a long time at the gym and then pool.
Yes 269 - Archibald MacLean: I agree with this proposal.
Yes 275 - Eleanor Laban: Yes, I agree with this, although I think there are unintended consequences with any parking time limit which lead directly to more congestion and emissions as people have to needlessly shuffle between parking spots every two hours. There are circumstances where people need or want to be in a vicinity for longer than 240 minutes and you will need to make allowances for this reality. Also, Club Active members have entered an agreement for benefits including car parking under the current conditions. It's not clear how they will be compensated for having benefits reduced.
Yes 283 - Grant Buchan: I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.
No 287 - Ida Korner: Parking in town should not be increased. The rates are already high
Yes 297 - Zoe Mack: Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further. I wonder if these can be hypothecated back into a public transport/ bike lane scheme?
Yes 298 - Patrick Wilkes: It seems reasonable to limit parking in this high demand area.
No 304 - Alistair Stewart: Reduced time limit does not allow for the lived experience of people with disabilities. Car/chair transfers and self care and bathing/dressing can all take long beyond the time it would take 'able bodied' people to perform a visit to pool, exercise or recreation activities.

<p>Yes 309 - Ben Swartz: Drastic changes are needed everywhere to actively discourage car travel, and level the playing field for other road users, especially on the busy and popular waterfront</p>
<p>Yes 320 - Benjamin Johnson: I am not affected by these changes, but I think it sounds like a reasonable proposition.</p>
<p>No 337 - Nick Vause: Why are you proposing increasing the cost of parking for people who travel from outer suburbs and nearby, when the alternative of public transport is experiencing a continued deterioration in service?</p> <p>Currently, if I travel from Porirua, it takes less than 30 minutes by automobile. If I use public transport, it takes me well over an hour to get anywhere within the city, due to the disconnected mess that is public transport service on the weekend, where trains and buses run infrequently, or buses fail to make their connection.</p> <p>Sort the public transport situation out before you start collecting more money, and stop giving us the excuse that "It's GWRC's problem".</p>
<p>No 340 - Sue Varney: It is already difficult to find a space here when wanting to spend an hour at the pool. I strongly do not support this.</p>
<p>Yes 345 - Tristan Campbell: Totally fair and reasonable. Means more car park turnover so more opportunity for more people to park</p>
<p>Yes 348 - Kelvin Payne: It would be in line with the user pays parking within Wellington CBD to put a time limit onto the parking.</p>
<p>No 353 - Sophia Grey: See submission</p>
<p>Yes 354 - Katharine Amos: This will be fairer for everyone wishing to park on Oriental Parade</p>

Category Name: 2-TR 91-19 CBD, Increase Coupon Parking
Total number of submitters: 305
Total number of points: 311

Response field Number and Name: 2-TR 91-19 CBD, Increase Coupon Parking		
Decision Sought	Number of submitters who selected this option	%
Yes	62	20.00%

No	248	80.00%
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2-TR 91-19 CBD, Increase Coupon Parking

Response	Count	Percentage
Yes	20	20.00%
No	248	80.00%

Submitters for this question

Yes

1 - Peter Kelly: This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.

No

2 - Bryan Pope: I completely disagree.

This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.

There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration fee and levy those hire bikes and e-scooters.

No

5 - Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!

No

6 - David Moon: The price increase does not reflect the possible cost to deliver services for on street parking. A gradual increase over a number of years is both more reflective of cost increases over a period of time, and better accepted by the public. What this reflects is an increase in pricing to cover other areas of the Council which may not be efficiently run.

No

9 - Bonnie Lee: See above.

No

10 - Reuben Marra: Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this

has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.	
No	11 - Kathryn Palmer: Hell no this is already a scam for the council take money from those who need their own transport
No	12 - Ash Wang: Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!
No	13 - Jakab Chesterman: Expensive enough already, you just removed weekend free parking how greedy are you guys?
No	16 - Kirsten Sharma: Having recently has my residents parking taking away I have been left stranded. I have a lot of health issues and struggle to get anywhere without my car. I have withdrawn from my study at the University this year however I know that Hopper Street has many students residing their and have cars. It will be unfair and unjust for them to have an increase in their costs especially that the amount people can receive with a student allowance or loan is barely enough to combat the rising costs of rent and more expensive standard of living,. Please consider the families who cannot afford to pay petrol and cannot afford to put food on the table because of their increasing fees and costs
No	19 - Shaun Swan: Too expensive as is.
No	21 - rachael jones: Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.
No	22 - Sheridan Irain: It is already super expensive as it is and increasing it even more for no beneficial reason to the public really sucks
No	25 - Izzy Vekony: I currently pay \$129 a year to park outside myself, but you know what? Half the time I don't even get a park because the street is so packed. Paying \$129 a year to not get a guaranteed park outside my house is already ridiculous, to increase it to \$190 is just greedy. Our flat is \$750 a week, for 3 bedrooms, two of us pay for parking. We are students and are already scraping to get by. Increasing the parking is just going to make it worse. The government say they're trying to help students, but really you're all just making it worse as you're not co working with one another. Raising it to \$190 won't only put strain on students, but also families living in the area. You've already made new rules around weekend parking and do now do this is just selfish and greedy. THINK AOUT YOUR COMMUNITIY!
No	26 - Dan Squire: Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life
No	28 - Ashley Riddell: Coupon parking is so spirattic as theres no guarantee that a park will be available although I have paid for a space
No	30 - Keegan Connor: It is costing people enough already to live day to day with increased rent and fuel prices therefore making it harder for people who require cars for transport to get to work, school etc to afford to both fuel up their cars and park them. It makes no sense to raise the price of parking in my opinion so this proposal should be disregarded indefinitely.

<p>No 35 - E Solomon: A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.</p>
<p>No 36 - Steffi Van Lith: No, people require parking for whatever personal reasons. Increasing parking costs increases financial strain</p>
<p>No 37 - Jason Coleman: Rent is already massively expensive especially in the CBD, you are just increasing poverty amounts. Its will be incredibly difficult for students to be able to even live a normal life when they will be living on less than paycheck to paycheck</p>
<p>No 39 - Matt Toole: As advised before. You are taxing those who cannot park in residential but still need on street parking. Prices are already at a premium.</p>
<p>Yes 40 - Carl Howarth: Increase needs to reflect the real, social and environmental costs of owning and parking a car on road in a city, and send a price signal to minimise car ownership. I would recommend an increasing cost for every additional coupon at the same address. Melbourne is an example of where this is used. This encourages shared car use.</p>
<p>No 42 - Grace Cantrick: I think this is a poor idea and again is just taxing the poor who can't afford a garage</p>
<p>No 43 - E James: For most, living in Wellington is already expensive due to rent prices. Having to pay to park your car outside your house is already expensive compared to other cities. It's just not affordable for those on lower incomes like me. It would eat into my personal money for things like medical bills and healthy foods.</p>
<p>No 47 - Georgina Kelly: It's hard enough for people to find a park for work or close to where they live as it is. And people are paying heaps for rent so it's always an extra expense.</p>
<p>No 51 - Sian Parry: Stop increasing parking prices, nobody wants to be in the city anymore</p>
<p>Yes 52 - Joseph Shannon: While I agree with the proposal, the costs remain vastly too low. \$200/year to purchase a right to use so much public space is far too little.</p> <p>Nevertheless, the daily charge increase (which is much more impactful) may prompt some users to park just outside of the coupon zone. This is inevitable as the zone has to stop somewhere. I do, however, have a concern about Carlton Gore Road. Parking on CGR during the week, in particular the lower section, is almost entirely used by those parking for the day but wishing to avoid paying for coupon parking. This is a tight road used significantly by cyclists. I would encourage the council to consider removing parking from this road, or alternatively, including it in the coupon zone.</p>
<p>No 54 - Jarrod Bidois: Parking is too expensive already</p>
<p>No 56 - Auroara Dale: As if it's not already expensive enough. Half of us are students who can hardly afford to live!</p>
<p>No 57 - Charlotte Christiansen: This increase will directly affect me as a yearly coupon holder. As a student, this cost will exceed my budget and will force me to consider not having a car. This would directly affect my life</p>

and my housemates lives as we would not have a mode of transport anymore.
No 62 - Emma King: Parking is expensive enough and should not be increased
No 63 - Isabella Sutherland: Increases to Coupon Parking charges discourage people from coming into the city and surrounding areas to spend money, especially on the weekends with the introduction of Paid Parking.
No 66 - Angus Lindsay: Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.
No 68 - Krysana Hanley: The costs of cars alone and the parking as it stands is already a major cost for owners. Also, those who need cars for work, mobility or even leisure shouldnt have to pay more just because their residence doesn't have a driveway/parking.
No 71 - Victor Chang: Increasing to \$12 a day would make them roughly the same price as private (e.g. wilsons, carepark) all day prices - the council supplied option should always be cheaper
No 72 - Milla Bertoldi: Wellington City Council is clearly trying to milk as much money out of the residents of Wellington as they can. It's disgusting. You've marketed Wellington as "The coolest little capital" but thanks to WCC it should be "Most expensive little capital where the council hardly cares about anything other than making money". Was getting rid of free weekend parking not enough? Genuinely disgusting behaviour.
No 73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.
No 78 - McKenzie Hughes: Just because there are people out there making more of a profit from carparking doesn't mean you have to also charge us more, quite often my job requires me to work 12pm till a minimum of 8pm in the CBD, I drive and park in coupon parking, now I do this because I have to get home to my 2 year old daughter and pick her up from her grandparents other wise I would have to wait for the 8.35 train home and not get in till well after 9, now if I have to stay later I have to wait for the 9.05 train. I drive and park in coupon parking because it is the only decent priced parking anywhere in Wellington, the proposed changes will begin to mean I have to pay \$60 for one week of parking compared to the price of 42.50 this \$17 is needed especially in this time. I didn't mind the price lift last year of a dollar but this increase is far and beyond darastic please don't put it up by that amount
No 79 - Jessa Thompson: I can already only just afford to pay for coupon parking as it is I definitely won't be able to pay the increased rate. I am certain there will be plenty of others who also cannot afford it. As there is no possibility for me to park at my house (we do not have a garage, carport or even a driveway) this is entirely unacceptable for me.
No 82 - Sue Stannard: The current cost of coupon parking is already very high. Often when I use coupon parking I have to walk a fair distance or catch a bus (more expense).Under the proposed changes if you needed to park for three hours you might as well park in the CBD for the same amount. If you want to increase the cost for those that park all day you could consider making the first three hours free so as not to overly penalise those that only need to park for a shorter time.
No 83 - Holly Mcwhirter: already pay so much. Why put it up? Students are already struggling with rent prices. It's not fair and I just

No 84 - Milind Gandhi: large amount is getting increased for residential
No 86 - Ellen Cox: I do not agree with this increase well above inflation. I cannot afford private parking and with two children to collect in the evening park and walk/ride from a coupon parking location to juggle work with collecting children. I could see justification for an increase by a dollar per day or up to \$150 a month but the price you are suggesting, especially to park well outside the CBD (Glenmore and Chaytor street for example) is extortion.
No 87 - Connor Wallis: The current rate is already too much. Why should I need to pay to park outside my own house? Lower the cost if anything
No 88 - Tamara Wilson: Coupon parking costs enough as it is per day. Considering Wellington has two university campus's within Wellington City it is students who are having to fork out \$50+ a week to park because they can't rely on your ridiculous failure of a bus system.
No, No 89 - Stacey Parbhu: Although I could support an increase in coupon parking, this increase is exorbitant. Considering it was only recently raised, this proposal is too much. Especially considering the current state of buses in Wellington as well, the public transport options are somewhat limited as well.
No, No 89 - Stacey Parbhu: This change makes it prohibitively expensive for apartment dwellers to own a car in the CBD and keep their cars parked in coupon parking zones. Not being able to get out of the city regularly and being stuck in the hustle and bustle without renting a car harms mental health. It would have a huge impact on my life.
No 91 - Darren Stafford: Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its costs in this area. It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has our property. So have our rates. But it doesn't mean that the costs of administering them have gone up. Spots within the CBD, which were previously free on weekends, are now charged for. It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.
No 93 - Nicola Stout: Parking in those areas are already sparse and expensive for residents. If you're going to increase Resident parking prices then you need to increase the number of resident parking available in the areas you've highlighted will be impacted. So far there is not enough in Newtown which is a densely populated area.
No 98 - Janelle Brown: Expensive enough, especially paying university students. There is no real definement on where this extra money is going
No 101 - Rebecca Lyons: This is unnecessary. I can't see how this increase is justified and wish to see a detailed explanation of how this figure was arrived at and what the extra cost will be used for.
No 102 - Mara Kerschbaumer: This increase is insane. Especially for those who are renting, or students who have cars- how do you expect a student or any person living pay check to pay check to front up this extra

amount.
<p>No 113 - Emma de Wit: You have a booming population of young Wellingtonians who are already struggling to afford to live in the city. This is another way to continue this and make Wellington inhospitable for those who need vehicles for mobility.</p>
<p>No 116 - Joanne Purcell: The bus service is unreliable</p>
<p>No 118 - Jack McPherson: Parking is all ready scarce and unaffordable and as a student i cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p>No 122 - Scott Priddle: With the mix of council and private parking so abundant in the CBD, Keeping the council parking lower but having the time limited means that everyone can easily come into the city for a quick errand, and if longer term PARKi g is required, the more expensive car park buildings allow this.</p> <p>Increasing the cost of street parking with the already high cost of fuel in Wellington makes car ownership around the CBD feel like a punishment</p>
<p>No 123 - A Kelly: residents and visitors are already paying enough to park in the crowded streets of Wellington</p>
<p>Yes 127 - Dan Lord: yeah, looks good, maybe go higher</p>
<p>No 128 - Kirsty Rose: Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.</p>
<p>No 129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p>No 130 - Courtney Hutchinson: I think it's ridiculous to charge even more, please have some morals WCC</p>
<p>No 132 - Jennifer Prince: coupon parking should not be increased. A chunk of people who come in and work in town are either on minimum wage or in a medium wage bracket struggling to make ends meet. Some companies offer car parks but even then that is limited to the people in upper management. Paying for parking takes a big chunk away from your pay packet. I myself before I moved into town needed to be at work at 5am where there is no public transport available. My solo parent friends bring their cars in so if there is any issues with their children they can leave straight away. The public transport system isn't cheap, reliable or effective currently. When it's cheaper to stay at home and not go to work because parking is to expensive than that's cultivating a non working culture..... less people in jobs more money being spent on welfare. Getting a job closer to home is a luxury not a given. Even getting a house closer to your work is almost impossible. Leave it as it is the increase last year has already made an impact on people.</p>
<p>No 133 - Chelsie Burnett: It is already expensive enough to park in cbd. An increase will make it near impossible for some people.</p>
<p>No 138 - Samantha O'Hara: Parking is already incredibly expensive!!!</p>
<p>No 141 - Katherine Mitchell: I don't think you should be gaining anymore revenue off of people who live and work in the city. House prices are already high enough, why do you expect people to pay even more to be able</p>

to park in front of their house?
No 143 - Celeste Derrell: I already pay \$50 a week for parking when I work in cbd. I find that rate ridiculous. This increase is not okay with me nor with other people in the community
No 145 - Anna Gilmour: It is already quite expensive for lower income people to afford parking in the city
No 148 - Hannah Megennis: There's hardly any coupon parking and it's already expensive and as your bus system is no longer reliable it means people now have to drive in which is already costly
No 151 - Courtenay Parkes: It is already extremely expensive
No 153 - Christopher Tika: Rising the coupon parking will cause the rise all other parking building fee. If I own a parking building, and I know the street parking price increase, I would increase my parking fee.
No 155 - Phoebe Archibald: Already too expensive
No 156 - Ariana Abbott: This is already expensive as it is and saw an increase in the last year!! Outrageous. As someone who has to pay residents to park near my house, and then ALSO coupon to park near work this is just ridiculous. The increase isn't even a marginal increase. \$70 more a month out of the blue is not ok!
No 159 - Gabrielle Watson: already costly enough plus you actually have to then find a coupon park!
No 162 - Danielle Forde: I do not agree with this. This increase, along with massive increases in fuel prices and rental prices make wellington a less affordable city.
No 163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on tasman street for at least the mount cook residents to park so we arent all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students
No 166 - Zach Yearbury: As a student who regularly drives from coupon parking in the Thorndon area to Kelburn region a coupon parking price rise see my ability to live within my means of income diminishe. This will lower my food and rent budget by around \$18 per week. There is no parking apart from this for my building complex and it is often filled with people from outside of town using the parks. If coupon parking is paid for monthly (as I do) there should be no restrictions (an allowance for parking in hourly paid spots for free) while there are no free coupon parking spaces in my area until they are free in he evening. I often find that If I return home early from university I am having to pay upwards of and extra \$5 a day on top of the coupon parking I already pay for. Rather than suppling purely residential parks this should be extended to those living in multi apartment buildings to restrict single person commuter vehicles from taking up space. I understand that bus services run from close to my area of living but the cost of this outweighs coupon parks when they are available. A lot of the places that are provided residence parking have parking provided with their places of residence but are not utilised by them. Overall there should be higher incentives/cheaper public transport options to possibly negate the use of non-local vehicles coming onto the city and taking up spaces

required by those who regularly travel across town and away from the city on longer trips (e.g. further north than the wider Wellington region).
No 169 - Elliot Smith: It makes it harder for disabled people, many of whom are on reduced incomes, to access the city.
No 175 - Jasper Healey: cost of food and rent rising we can barely afford anything what with the blq tent corruption around the Shelly Bay development and now this! no way am i voting for anyone currently in city council next bi election
No 185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.
No 186 - Oscar Grant: The only reason I have a car is because I commute to Upper Hutt every morning at 7am. Public transport is terrible and doesn't serve my needs. This is an unfair increase and is not justified as I will not see any improvements/
No 190 - Guest Osborne: Is the same as i said before, unreasonable and uncalled for
No 191 - Fiona Curtis: Until public transport is improved, owning a car is a necessity for many residents and the fee shouldn't be increased.
No 194 - Brooklyn Middleton: It is already expensive enough. I have a car for personal reasons but Monday-Friday I walk or bus to work and I think you'll find most people are similar. I find living in Mount Victoria already really expensive but justify it because of the walking distance giving me extra flexibility to walk into town and I save on bus fares. If the price goes up, the cost of living in these areas does too and will push people to outer suburbs.
No 199 - Guest Randall: There should be creative solutions not extreme penalisation for any issue the council is attempting to fix.
No 200 - Flynn Everingham: It's ridiculous, parking meters are already too much and as a student I struggle to see how I'm going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased
No 201 - Jeff Soukotta: Price was already increased from \$7.50 to \$8.50 last year, and now you want to increase to \$12. That's nearly doubling the cost in less than 1 year.
No 203 - Guest Last: Yes to general increase but not to trades. Also should have the ability to transfer the coupon across all CBD parks (ie park in one street close to shop A in the morning then move to another park in afternoon with same coupon). Currently different zones apply across city - ie Kelburn/Clifton/Te Aro making it complex and expensive.
No 205 - Ashleigh Parrott: Until Wellington city is able to offer a reliable and accessible public transport service for all areas there should not be further increases to the restrictions on people driving to get access to the city. At this time the timeliness and regularity of public transport is not meeting the need of every day Wellingtonians.

<p>No 206 - Dylan Kelly: it affects low income earners who struggle with getting a job and have to travel for work, also affects students who are renting, not working and own cars, making it very difficult to access means of parking</p>
<p>No 207 - Julia Stevens: No, the cost of parking is already too expensive. Why does the council feel a need to make more money off commuters who need to park their cars for extended periods of time? The reasoning "to better reflect the current market value of all-day parking offered by private car parks in the city." is flawed - we already pay rates to the council in exchange for basic services like car parking being made available to us. Putting prices up because private car parking companies increase their rates is opportunistic and greedy. Unless the council are experiencing a large increase in costs to run these car parks, and incurring such costs is justified, there is no reason for coupon parking rates to be increased.</p>
<p>No 212 - Heather Kirkwood:</p> <p>I oppose the increase in coupon parking charges for the following reasons:</p> <ol style="list-style-type: none"> 1. The argument put forward is that the increase "reflect(s) the current market value of all-day parking offered by private car parks in the city." There is no comparable private carpark to coupon parking in suburban streets where (1) cars are exposed to the elements and at risk of break-ins and being damaged and (2) where there are no nearby private car parks (e.g. Kelburn). Charging \$12 for frankly inconvenient and exposed on-the-street parking is incomparable to a monitored and secure inner city carparking building and I think this is a disingenuous analogy. 2. Like many others I know, I have been forced to coupon park since July last year after changes to the public transport system meant that I was no longer able to get my children to school and then get a bus to work on time, and could not rely on public transport to get me home in time to collect them at the end of the day. I had previously been proud to be able to live in a city where I could confidently use public transport to get to/from work. Demanding accountability from Greater Wellington Regional Council so we can return to using public transport with confidence would seem to be a better long-term solution. 3. These charges were last reviewed and increased less than a year ago. The fact that this is happening again now suggests that ratepayers should have little confidence in analysis and budget setting policies and procedures. I'm very disappointed in the Council's processes.
<p>Yes 214 - Flavia Figueiredo Machado:</p> <p>if I use my car I should be charged by it and if I abuse I should pay for it, low values only benefits the wealthy that can afford it</p>
<p>No 219 - tel pet:</p> <p>There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.</p> <p>You are killing the CBD.</p>
<p>Yes 222 - Eleanor Jolly: I think this proposal should not be considered until the Wellington busses have been fixed. Until this is done this change penalises those without other options.</p>
<p>No 226 - Donna Wheeler: This should be put on hold until the bus issue is resolved. Commuters cannot rely on the broken system.</p>

<p>No 227 - Emily Leopold: This is completely unreasonable and unacceptable. Coupon parking is already too expensive. I have to drive to work because the public transport is so unreliable. Taking the bus to work is not an option for anymore as for one, it's also too expensive and not reliable at all. I'm extremely frustrated by this situation.</p>
<p>Yes 229 - Neale Jones: Given the challenge of climate change, we need to encourage low-emission modes of transport rather than providing public subsidies for private vehicles. \$12 a day is very reasonable for a carpark in central Wellington, given commercial rates are between \$22-35 a day.</p>
<p>No 231 - Ross Wakefield:</p> <p>The cost of coupon parking increased last year, from \$7.50 to \$8.50, and now WCC propose increasing it to \$12.</p> <p>This is a disproportionately high increase in a short period of time and I strongly believe that the cost of coupon parking should remain at \$8.50 per day.</p>
<p>Yes 235 - Vanessa Harrold: I agree as coupon parking is for people bringing their vehicles into the city - usually for transport to work. It is not because they are Wellington residents - it is because they are lucky enough to work on the outskirts of the city so don't need to pay ridiculous parking prices that the center city does.</p>
<p>Yes 238 - Patrick Morgan: On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change. See https://www.amazon.com/High-Cost-Free-Parking-Updated/dp/193236496X</p>
<p>No 239 - J Serfontein: Due to the lack of suitable public transport (Look at the debacle with the bus route changes etc as well reliability issues with trains) this penalizes citizens that use private transport. I need to be able to have access to a vehicle as I need to leave work at random times due to the fact that I am responsible for a minor. This will cause me undue hardship.</p>
<p>No 244 - Ainsley Harris:</p> <p>Coupon parking cannot be changed to \$12 that is ridiculous. \$200 a month for simply parking vehicles is beyond me. That is too big a jump from \$135. I think the current rate of \$8.50 is sufficient and already expensive enough.</p> <p>Overall, I completely disagree with the changes listed, parking is already too expensive and these changes are definitely not welcome. Increasing these costs makes Wellington LESS accessible for visitors, and residents.</p>
<p>No 245 - Natasha Wall: Coupon parking is already expensive.</p>
<p>No 247 - Stephen Carey: over priced already</p>
<p>No 252 - Susan Walsh:</p> <p>I have been a consistent public transport user all my working life since the mid 80s. Four years ago however I found that I was starting to use my car due to a variety of after work commitments which included volunteer work.</p> <p>I considered applying for a car park at work however the waiting list was ridiculously long, ie multiple years so I</p>

<p>used coupon parking. My work place is on Kelburn Parade and the wait list at work is now so long that it has been closed. My journey to work also includes a 10-15 minute walk to work.</p> <p>I have an elderly mother who is now in her 90s and lives on the Kapiti Coast. My use of a car was becoming questionable however now it is a necessity. My elderly mother is increasingly needing additional support and I am often required to go up to the Kapiti Coast on short notice straight from work.</p> <p>I recognise that parking rates need to increase however the level of proposed increase is too high. Over the years I have often been involved in discussions and decisions where subscription costs and costs of hire for vehicles and accommodation have occurred. I understand the quick win in substantial increases however it can come with a backlash.</p> <p>The cost of living in New Zealand is high. As a rate payer and homeowner insurances and rates are ever increasing and pay increases, if they occur, are not matching these. Over half of my fortnightly pay already goes in bills and mortgage repayments including coupon parking. This does not include groceries.</p> <p>I do not consider using my car as a luxury but as a necessity to quickly get to my mother.</p> <p>I therefore strongly recommend the level of increase is lowered from the proposed 50% increase to 15%. This would move the cost of a daily coupon park from \$8.50 to \$9.80 (rounded up), and that the cost of coupon parking is then increased at a similar rate over a number of years to the rate proposed by Council.</p> <p>Thank you for reading and considering my feedback.</p>
<p>No 254 - Guest Cook: if the council is choosing to remove parking spots when there is already a SERIOUS lack of parking in the Cory and then expecting the public to pay extra for it when it's already extortionate. Stupid</p>
<p>No 255 - Stuart Macandrew:</p> <p>My observation is that fringe coupon parking is not fully utilised. It seems we have found the true value of those parks at close to the current rates.</p> <p>Seems little point pricing such that coupon parks are empty, and commuters park for free further out - causing competing residents to demand further residents parking.</p> <p>If coupon parking is required for additional traffic or cycle lanes it should be removed.</p>
<p>Yes 258 - Matt Lemmens: I support the concept of users paying for street parking, and the need to shift towards improved public transport routes. This needs to be delivered on in a clearly linked way, with both physical infrastructure and improved service operators.</p>
<p>No 262 - Monica Harris: This parking will no longer be affordable for many students and young professionals who can not afford residents parking but opt for coupon parking. There is already high enough stress finding a park in a coupon area without the consideration of paying more money.</p>
<p>Yes 264 - Guest Chan: Amazing public transport in Wellington so need these price increases to move away from private vehicles</p>
<p>Yes 268 - Magenta Mudgway: However I think the increase is too high. And should be no more than \$10.50 max a day.</p>
<p>Yes 269 - Archibald MacLean: Yes I whole heartedly agree with this proposal, but I would like to see more</p>

<p>effort by the Council parking Wardens in policing the coupon parking areas. Anderson Terrace, in Mt Cook is in the Coupon parking zone and attracts a huge number of non-residents and it seems to me they park all day, often inconsiderately, without sanction. I would like to see the whole of Anderson Terrace "Residents Only" parking.</p>
<p>No 270 - Vijay Ganta:</p> <p>I don't agree with the proposed hike for coupon parking. Since I stay in CBD, I don't have a chance of getting parking space in my apartment and the only option I have is Coupon parking.</p> <p>Even now I think I am paying more as I hardly use my car on weekend. With increase of \$200 for month it will be overburden on me. This is the same situation for many people in the apartment where I stay now.</p> <p>I would suggest , if there is no other alternative go for decent hike.</p>
<p>No 271 - Elodie Berthe:</p> <p>I used to live in Ngaio and would bus to work (stop at the train station) and it would take me 15minutes. Since the change in the bus owners, the bus hasn't been as reliable, but it still sort of worked. I have recently moved house and now live in Melrose. I was going to bus to work, but the bus system is ridiculous on this side of town. If I bus to work now, it would take me 55 minutes to get across town from Melrose, while driving takes me 15minutes! I disagree with this proposal because you are not offering a better alternative - you can't increase the coupon price without improving the terrible current bus system. With a good, reliable, working, frequent, fast, affordable public transport we wouldn't need to drive to town. Sort that first, then ask the people who are already struggling to pay more so they swap their method of transport to public one.</p>
<p>No 277 - Lisa Hunter:</p> <p>I commute from Upper Hutt to Kelburn each day and use coupon parking in Kelburn. I am not in favour of the amount of the increase for a number of reasons:</p> <ul style="list-style-type: none"> • Public transport is still not reliable - both trains and buses. Every day I get alerts advising me that trains are either cancelled or have less carriages, and the trip is hardly ever on time. The buses up to the University are always very crowded and often do not come when they say they will. It takes an hour all up to drive into work (includes parking and walking down from Kelburn). Taking public transport would mean my commute was more like 1.5 hours each way. • The cost of living is always going up and our salaries are not increasing the same rate. I feel this increase will negatively impact a number of parents (often women) I know with children who do commute in and do not have the choice around taking public transport because they have family responsibilities after work so need to drive to fit it all in e.g. picking children up or taking them to activities - therefore it could in fact become discriminatory. • I don't agree with the comparison with private car parking. People pay taxes and rates and do not expect council run initiatives to be priced to make large profits • Lastly, there is very limited parking around Victoria University, and an increase of this size could potentially negatively affect students who have very limited incomes, and often have to balance several commitments. I think this should be researched more carefully and further input sought before any blanket decisions are made. <p>If the council requires more revenue, then I would recommend a more staged approach to increasing parking costs over 2-3 years. If the council is trying to discourage people from bringing their cars into the city I would</p>

<p>recommend a whole lot more work needs to be done on our public transport before doing this. If not done already, I would also recommend researching possible impacts city parking increases will have on retail and the life of the city - will this mean people from outside wellington are less likely to pop into town for a couple of hours. I lived in Auckland for many years and the cost of parking kept a lot of people out of the city - they would go elsewhere. Meaning the CBD really wasn't the heart of the city (despite the advertising).</p>
<p>No 280 - Gregory Kent: \$8.50 a day is enough for city fringe.</p>
<p>No 282 - Bridget Kelly: owning a car is what makes me almost bankrupt in this city and the wardens are too strict! They NEVER GIVE A MINUTES LEWAY</p>
<p>Yes 283 - Grant Buchan: I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.</p>
<p>No 284 - Kate McCracken: It is an extremely substantial increase. It is not a fair rate</p>
<p>No 286 - S Wren: I think a minimal increase would be reasonable but not a jump to 12.00. Coupon parking is often quite a walk from where people work but they use it to save money on parking. Public transport and cycling is not achievable for all people given different circumstances. While parking buildings continue to charge exorbitant rates and will continue to do so people need a more reasonable alternative. Also I imagine If the Council put up their prices so will the parking companies.</p>
<p>Yes 291 - Simon Ross: All proposals to increase the cost of parking make sense as pricing this below the true cost an unfair subsidy to people who drive from people who do not - and a say this as someone who drives and parks in the central city regularly. Also the opportunity-cost of providing on street parking is high especially with Wellington's narrow streets. WCC's woefully slow and inadequate roll of bike lanes and bus priority is a big problem for better mobility in the city. So if you're going to provide parking make sure it pays its way.</p>
<p>No 295 - Jennifer Song: too expensive for people who commute to work</p>
<p>Yes 297 - Zoe Mack:</p> <p>Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p>Yes 298 - Patrick Wilkes: Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p>Yes 300 - John Ascroft: Parking in Public spaces is not a right, and there are much more useful ways to use prime city real estate. In addition I would prefer a more pedestrian and Public transport oriented Wellington for the sake of the environment, and to make the city more human.</p>
<p>No 303 - M Horan:</p>

<p>Parking in Wellington's CBD is unreasonably expensive already compared to other cities. An increase in coupon parking costs simply appears as a revenue gathering exercise and not a means to regulate a scarce resource as is necessary for metered parking to ensure there is turn over to enable fair access to shops etc. Coupon parkers park for a whole day and not a defined two hour maximum. You don't need to increase costs to encourage turnover. Council costs for maintaining coupon areas are minimal as no meters are required etc so it would be hard to argue that users need to pay more. At a time when the bus service is unreliable it would also not be a good look to increase the cost - there are not good public transport options. Coupon parking tends to be used by those who cannot afford \$20 for a day for a commercial park and are prepared to wear the inconvenience of walking further to coupon parks.</p>
<p>No 307 - Rachelle Oxnam: Having coupon parking on the outer parts of the city should remain the price it currently is, as these parks are not in the central city. They are further away and the cost should reflect this. You can park in the central city for almost the same cost yet with coupon parking you still have to walk a fair distance to get to where you are going.</p>
<p>Yes 309 - Ben Zwartz:</p> <p>Drastic changes are needed everywhere to actively discourage car travel, and level the playing field for other road users. This includes changing the habits of commuters. There is no other way to halve net emissions by 2030.</p>
<p>No 314 - Nicola Martin:</p> <p>I used the buses for years. But with the changes to bus timetable and the irregular timetables I have changed my life to get to work on time.</p> <p>the increase in parking is not good. When you made parking not free in the city over weekend I now travel to the hutt.</p>
<p>No 316 - Sam Jarvis: Didn't mean to select no... Doesn't apply to me nor have I had to use this in 14 years living in and outside of the city centre.</p>
<p>No 320 - Benjamin Johnson: I think that the current pricing is sufficient.</p>
<p>No 328 - Oban Grobler: I feel the costs at present are extreme enough. As it is there is not enough parking in the city and making the little that is available more expensive will make it even more difficult for people who need to bring their vehicles into the city. Whilst I understand that the council is keen for everyone to use the busses and or train it is not always feasible particularly for older people or people that need their car whilst in the city to get to various appointments etc. The cost of living in the city is already high enough without adding extra costs to what is already a load.</p>
<p>No 331 - Robert & Nanette Kingdom: Increase is far to high</p>

<p>No 332 - Danielle Jukes: "The Council proposes to increase the cost of on-street Coupon Parking to better reflect the current market value of all-day parking offered by private carparks in the city." Private car parks are charging way too much as it is.</p>
<p>No 336 - Ruth Oliver:</p> <p>The proposed price increase for coupon parking would cause extra financial strain on my family. I suffer from chronic fatigue syndrome and travel sickness. As a result of this I am only able to work part time and I am no longer able to travel by bus or train. Driving myself to work is my only sustainable option and I get into Wellington at 7am in order to get a coupon park close to my work. Due to my illness I am in the difficult situation of only earning 70% of a modest salary and having to pay: vehicle expenses, \$8.50 parking and approx \$8.00 fuel costs each day. The WCC's proposed price increase would mean I'll be loosing approx 15% of my income in commuting costs. I should also mention that my partner is unable to work due to chronic illness.</p> <p>After a relapse in my condition I was forced to take a year off work. During this time we relied on a benefit for income. When I returned to work we found that my salary, less travel and (current) parking costs was not much above our income from a benefit.</p> <p>Many people who use coupon parking are low income and work irregular hours (e.g. cleaners, hospitality workers, shift workers) and cannot use public transport due to the hours they work. It seems to me that this increased parking cost would be yet another burden on many of the working poor in our region.</p> <p>Thanks for the opportunity to comment on this proposal.</p>
<p>No 340 - Sue Varney: This is unfair, a 41% increase. Many people using this form of parking are low income.</p>
<p>No 342 - T Walker:</p> <p>Reasonably priced coupon parking is a great option for people who need their cars close to the CBD but are willing to walk or catch public transport for the remainder of their journey. Lots of coupon parks are outside of the main CBD where there's naturally more room for multi-modal transport and less need to create bespoke networks. There seems to be little cost involved in maintaining these coupon parking spaces, while the costs of policing or monitoring their use would easily be covered by the fines generated.</p>
<p>Yes 345 - Tristan Campbell: Market value of this parking means price should probably be higher.</p>
<p>No 348 - Kelvin Payne:</p> <p>The increases in parking are excessive. Parking prices increased in September 2018 which is less than a year ago. The increase was from \$7.50 to \$8.50 which is over a 13% increase, monthly coupon charges increased from \$120 to \$135 almost a 13% increase. The proposal would increase the daily coupon rate to \$12 and monthly to \$200 which would be a total increase of 60% for the daily rate and 67% for monthly compared to the price before the September increase. Comparing the current price to the proposed it's over 40% increase for a daily coupon and nearly 50% increase for monthly. I can understand the user pays perspective, however the user in this case is paying for the ability to (hopefully) park somewhere in a designated zone and yet the revenue generated is not really going to pay for the coupon parking but other things. Do you know why people</p>

are using the parking around Wellington? That might actually help answer the question of where the revenue should be spent which benefits the most people. I understand the desire to make cycling safer (I don't cycle in Wellington as it is too dangerous) but that is to do with; practicality (I can't cycle or take public transport to work with the equipment I have and need to have clothes at work to get changed into, iron and shower, some drivers habits and personalities as well as road design (Wellington is a hilly city and some roads shouldn't be shared with cycles and other vehicles). I suspect there is a lot more recreational cycling in the weekend when people have more time but I think the council needs to know the answer to why people use the mode of transport they do and what one thing needs to change for them to use a different sort and what that sort is. Otherwise any decisions being made are not being based on evidence but an idea or belief someone has. I had asked for further information as part of the Facebook event for my submission but I haven't received anything so I am unable to comment on the revenue and parking. However my pick would be that there continues to be an increase in the demand for car parking particularly with the number of residential areas/buildings that do not have car parks. I understand the costs of maintaining and running these parks is not a lot as the plan refers to a significant revenue being generated from parking overall. For the cost of a coupon, you are entitled to park in a designated coupon park for a day, however this does not guarantee a car park space and residents can also park in these spaces indefinitely. Your reason for further increasing the parking cost is to make it relative to other parking that is available in Wellington. The problem with this is that the other parking in Wellington is not the same; a coupon park let's you park on the road at your own risk with a patrol of parking wardens whose job is to issue infringements or tow offending vehicles. A parking building gives you an off street car park, with a security patrol and security cameras, car parks are easier to maneuver into so there is also less risk with others parking. The prices of these parks are less than coupon parking in some instances; Hall street carpark is \$7 earlybird all day and \$6 earlybird using parkmate. It is also worth noting that as coupon parks are first two hours free that you can park from 8am until 10am for free and also from 4pm until 6pm for free. Perhaps a better recommendation was to remove the two hour free parking from the coupon parking. While parked in coupon parks on the street we have had our wing mirror hit five times (once completely smashed off, once wing mirror smashed, and the other three time more scrapes added) our car has been broken into twice and we have additional scrapes, scratches and dents on the car. Without security cameras or honest people leaving notes, we have had to pay for the repairs ourselves. At least if we were in a parking building we would have had a security camera. In summary, I don't agree with this proposal. The increase is excessive and the reasoning doesn't stack up. I believe there is another driver that needs research as there is a lack of evidence in my view to support these changes.

No

349 - Barry Metin:

We have to borrow the money to pay for parking outside our home. There is no disabled parking on our street. We get Massey students taking up all the coupon parking and so had to pay for residents parking. To increase the residents parking costs when we already have a hard time with parking in the street due to business not providing enough parking for students is unfair.

No

353 - Sophia Grey: See presentation

No

354 - Katharine Amos: Increases of 41% (daily), 48% (Monthly) and 41% (coupon - suburban trade) are absolutely outrageous - and untenable. Wellington parking is already very expensive and these increases are unreasonable. They will cripple the local trade (eg electrical, plumbing etc) companies.

No

355 - Tony Randle: The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally **opposes them**. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).

The reasons for the JCA position are as follows:

- Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice.
- Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the

move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus.

- The WCC only recently increased Coupon Parking charges last year and another increase is not justified.
- The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will **not** go towards improving public transport. The JCA has no faith that our PT service, already worse than before the changes last year, will be improved.

The JCA is also very concerned with the constant disregard of WCC planners to off-street parking requirements for new and in-fill developments. The District Plan has clear requirements to provide off-street parking for developments yet the JCA has observed that a majority of multi-unit developments in Johnsonville are approved, without notification, even though they fail to provide the minimum off-street parking required under the District Plan. As a result central Johnsonville has lost most all day street parking to the detriment of both local residents and businesses. The JCA opposes the introduction of metered parking into Johnsonville.

The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

Yes

357 - Ellen Blake: Parking fee changes

We support the increases in fees proposed. We support increasing the coupon exemption parking fee in line with resident parking fees. We support extending resident and coupon parking schemes to all parts of Wellington to recognise this private use of valuable public road space. We support a lower fee payable in accessibility parking spaces for those with an accessibility sticker and who need to use a car.

Parking policy review

Living Streets would prefer that these fee changes were part of the wider review of parking in Wellington. This would help put the changes in context of an overall approach to use of public road space. It is disappointing that this review is yet to be released.

We suggest that some of the revenue gathered from parking can be used to increase supply of **on-road** bike parking. There is too much footpath space being used for vehicle parking which discourages walking and encourages vehicle users onto the footpath.

We also recommend more parking wardens are employed and used to enforce that footpaths are vehicle free.

Category Name: 3-TR 92-19 Cuba Street, P120

Total number of submitters: 284

Total number of points: 288

Response field Number and Name: 3-TR 92-19 Cuba Street, P120		
Total number of responses:284		
Decision Sought	Number of submitters who selected this option	%
Yes	90	31.47%
No	196	68.53%

3-TR 92-19 Cuba Street, P120

Decision Sought	Percentage
Yes	31.47%
No	68.53%

<p>Submitters for this question</p> <p>Yes 1 - Peter Kelly: This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.</p> <p>No 2 - Bryan Pope: I completely disagree.</p> <p>This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.</p> <p>There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration fee and levy those hire bikes and e-scooters.</p> <p>Yes 3 - nathan rose: needs to go up more</p> <p>No 5 - Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!</p>
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Yes 11 - Kathryn Palmer: don't throw in things like this is hide the purpose of your reforms that are to get more money
No 12 - Ash Wang: Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!
No 21 - rachael jones: Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.
No 22 - Sheridan Irain: The one hour free on Cuba street is such a luxury that we all really appreciate and ir sucks to think the council are going to try and take that away
No 23 - Olivia Mellor: it's unfair
No 26 - Dan Squire: Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life
No 27 - Germaine Pike-Tavai: whack, your prices are already some of the highest in the country. Discouraging those who come out of town and don't know the public transport systems well not to come to wellington.
No 35 - E Solomon: A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.
No 36 - Steffi Van Lith: Parking is already ridiculously expensive in the city. Leave it be.
No 39 - Matt Toole: Stop charging more than necessary in the inner city and killing our city. If you must, then monitor better
No 42 - Grace Cantrick: Wellington already has high parking rates
No 51 - Sian Parry: stop increasing parking prices, nobody wants to be in the city anymore
No 54 - Jarrod Bidois: parking is too expensive already
No 66 - Angus Lindsay: Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.
Yes 69 - Matthew Gibbons: Use pays for parking is good.

<p>No 73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.</p>
<p>No 74 - Guest O'Connor: should be free</p>
<p>No 75 - Jolon Behrent: Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.</p>
<p>No 82 - Sue Stannard:</p>
<p>No 84 - Milind Gandhi: large amount is getting increased for residential</p>
<p>No 88 - Tamara Wilson: 120 minutes is not enough time to look around the shops at Cuba street. Considering I imagine the Wellington City Council would like to encourage people to come shop and spend money on Cuba street etc, you are only limiting and discouraging that behaviour.</p>
<p>No 89 - Stacey Parbhu: Upper Cuba has many small businesses that benefit from free 60 minute parks. Metering these could decrease their business.</p>
<p>No 91 - Darren Stafford:</p> <p>Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its costs in this area.</p> <p>It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has our property. So have our rates. But it doesn't mean that the costs of administering them have gone up.</p> <p>Spots within the CBD, which were previously free on weekends, are now charged for. It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.</p>
<p>No 93 - Nicola Stout: Taking away free parking shows you're wanting to make more money off of the motor vehicle owners. You want to be more accessible- make parking more accessible. Give 1 hour free parking at the existing metered spots throughout the city and then charge 3.50per hour (still cheaper than \$4.00 per hour private parking buildings).</p>
<p>No 117 - Steven Cromb:</p> <p>The logic behind this is flawed. "increasingly parks are being permanently removed" into "people who use the parking spaces should contribute more" makes no sense. It sounds like "Lets deliberately decrease supply while not addressing demand and make them pay for it". How about the council shows the people their effort to increase non-predatory parking (e.g. not Wilson) in the CBD before asking for more money.</p>

<p>The size of the increase is outrageous too. Increase in residential parking to 150% of what it was? That's an impossible increase to budget for. A limited increase yearly is fair but this is ridiculous.</p>
<p>No 118 - Jack McPherson: Parking is all ready scarce and unaffordable and as a student i cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p>Yes 122 - Scott Priddle:</p> <p>This free parking in Cuba street is often used and abused, making parking here a very rare thing.</p> <p>I'm in favour of making this paid</p>
<p>No 127 - Dan Lord: not this one</p>
<p>No 128 - Kirsty Rose: Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.</p>
<p>No 129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p>No 130 - Courtney Hutchinson: I think it's ridiculous to charge us even more, please have some morals WCC</p>
<p>No 134 - Vanessa Coultas:</p> <p>What reason for this. Let's encourage people to use the city centre not deter them</p>
<p>No 137 - Ashton Abou-Antoun:</p> <p>Free 1 hour parking at the top of Cuba is a perfect situation as is. Free parking means anyone can access the city center but the one hour limit ensures that new parks are usually available. Every city needs some free parking areas, Wellington would benefit from</p> <p>preserving some of its free parking spaces especially in the city center.</p>
<p>No 138 - Samantha O'Hara: Parking is already incredibly expensive!!!</p>
<p>No,No 141 - Katherine Mitchell:</p> <p>I have been living in Wellington less than a year and have already seen an increase in the parking costs. Would you be able to send me the profits you made from your metered parking compared to the costs of running the metered parking? I personally don't believe your public transport is currently good enough to be able to claim parking your own car is a privilege on top of this, perhaps you are spending the profits on all of the damage your bus drivers have caused by crashing into said parked cars and driving off?</p>
<p>No 141 - Katherine Mitchell: I feel this will limit customer enjoyment of the area and reduce spend in the area.</p>
<p>No 155 - Phoebe Archibald: Cuba already has limited parking so making it more expensive just makes it a</p>

harder area to visit
No 159 - Gabrielle Watson: penalising city fringe locations is wrong.
No 163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on tasman street for at least the mount cook residents to park so we arent all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students
No 175 - jasper healey: Cost of food and rent rising we can barely afford anything what with the blqnt corruption around the shelly bay development and now this! no way am i voting for anyone currently in city council next bi election
No 185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.
No 191 - Fiona Curtis: Wellington's city centre has a unique vibe as an enjoyable place to shop, eat, and socialise. Making the city centre hostile to people with cars will lead to even more people choosing to shop elsewhere, and stores choosing to relocate, which will be detrimental to the city's culture and sense of identity.
No 200 - Flynn Everingham: It's ridiculous, parking meters are already to much and as a student I struggle to see how im going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased
Yes 201 - Jeff Soukotta: This should help balance parking requirements in this area.
No 203 - Guest Last: Fringe parking should offer value. Mostly gets used to meet people for lunch/coffee/visit museum/ pop to a couple of shops...this adds cost and will reduce use of city. Weekend parking should be free at all times. Weekday parking should be charged during core 8-4pm hours only
No 214 - Flavia Figueiredo Machado: No free parking please
No 219 - Tel Pet: All weekend/public holiday parking should be free. Parking fees should only apply working days until 5 each day with Friday extended to 8.
Yes 231 - Ross Wakefield: This proposal should help increase turnover of car parks and seems fair.
Yes 238 - Patrick Morgan: On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.
No 247 - Stephen Carey: No need you charge to much already
No 248 - Rutger Kuyper: Since the introduction of paid weekend parking, it has become nearly impossible for

residents to park in the Watson Street/Buller Street area. Residents parks in these areas are only in effect during working hours, so anyone can park here during the weekends for free. This has lead to us, residents, being unable to park near our home. Further extending paid parking on Cuba Street will only drive non-residents to park in the city fringe nearby, leading to no car parks being available to residents. Any extensions to paid CBD or city fringe parking should not take place without the effects to the surrounding areas being properly evaluated and measures being put in place to prevent residents losing their car parks (I would support this proposal if Te Aro residential car parks were changed to be in effect 24/7).

Yes

254 - Guest Cook: not overly concerned with this one

Yes

258 - Matt Lemmens: It seems an anomaly that this area is currently one of the only free parking areas, given its central location.

No

259 - Alison Sandle:

As the majority of street-level building occupants in the two blocks of Cuba Street between Abel Smith and Webb Streets are retail businesses whose customers need short-term vehicular access in order to load bulky goods (art work, large sacks) or to patronise cafes, salons, and a dance studio for an hour or less, the current parking restrictions are optimal.

A change to paid spaces with a 120-minute time limit would encourage longer-term parking by people with business further afield and would very negatively impact the ability of local businesses' customers to find parking in the vicinity.

As most of the businesses at the top end of Cuba Street are very small-scale and have little access to off-street parking and have often chosen the location, in part, because the current 60- and 90-minute free parking works well with their business models, the proposed change is likely to impact negatively on their ability to operate from the current location and could ultimately destroy the area's character as a haven for tiny, boutique businesses.

We have operated from premises at 284 Cuba Street for twelve years now and have watched the area go from a back-water during the planning and construction of Karo Drive to a valuable locale for businesses which fit the culture of The Cuba Quarter and which, as destination stores for people in the know, also encourage foot traffic through the lower blocks of Cuba Street.

The proposed changes will negatively impact occupants of local buildings and should not be implemented.

Yes

264 - Guest Chan: 60 mins not long enough

No

268 - Magenta Mudgway: I think Wellington needs at least SOME free parking as the price of parking in town is insane. However a mix of the two could be good. Where you have the first 60 minutes free and then metered after that.

Yes

275 - Eleanor Laban: Yes, I agree with this, although I think there are unintended consequences with any parking time limit which lead directly to more congestion and emissions as people have to needlessly shuffle between parking spots every two hours. There are circumstances where people need or want to be in a vicinity for longer than 240 minutes and you will need to make allowances for this reality.

No

279 - Molly Hancock: It's outright ridiculous to propose increasing parking costs when Wellington doesn't even have a reliable public transport system. Bus services are still incredibly inconvenient or downright impossible to use do to the fact that they're constantly late, full, or don't show up. "Encouraging" people to use their cars less by making parking unaffordable is only remotely acceptable if we are given a realistic alternative. On top of our bus services being unreliable, they've also had fare costs put up when the changeover happened, and petrol prices are at an extreme high. The buses are unreliable and unaffordable, and proposing to make driving even more unaffordable shows an absolute lack of regard for Wellington

citizens.
<p>No</p> <p>280 - Gregory Kent: Parking charges discourage people bringing cars into town which mean that people in suburbs like Churton Park are unlikely to use businesses in the area. Are the shops in the upper Cuba Street area: Elmos, nut shop, coffee shop got too much business that parking needs to be restricted by charging?</p>
<p>No</p> <p>282 - Bridget Kelly: no no no!</p>
<p>Yes</p> <p>283 - Grant Buchan: I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.</p>
<p>Yes</p> <p>297 - Zoe Mack: Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p>Yes</p> <p>298 - Patrick Wilkes: Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p>Yes</p> <p>309 - Ben Zwartz: I hope with incremental changes to discourage parking in Cuba St, it will eventually all be a shared space for all road users' travel and enjoyment</p>
<p>No</p> <p>311 - Virginia Keast: I would like to make a submission regarding the proposal to convert P60 and P90 free parking spaces on upper Cuba Street to P120 metered parking.</p> <p>I strongly disagree with this proposal for the reasons set out below.</p> <p>I teach dance fitness classes at Thistle Hall (on the corner of Cuba and Arthur Streets) three mornings every week. This submission is on behalf of myself, but also other users of Thistle Hall who for various reasons (including age, lack of access to the internet, and language barriers) are unlikely to make a submission, or even know about this proposal.</p> <p>According to its website, "Thistle Hall is an independent, inner-city arts and cultural community venue, that is respected and well loved. Thistle Hall is vibrant and visible, and provides a venue and support for a range of communities and their initiatives. Thistle Hall is here to provide an affordable space for a range of educational, recreational and cultural activities and offers open access to a community gallery. Thistle Hall is owned and partially funded by the Wellington City Council, and is run by a board of trustees".</p> <p>It is nonsensical for Wellington City Council to partially fund Thistle Hall, so that it is an affordable venue for a wide range of groups and communities in Wellington to carry out activities, and then essentially add a tariff for anyone wishing to take part in those activities, in the form of parking fees for most of the parking around the venue.</p> <p>Many of the people who attend activities at Thistle Hall need to bring a vehicle as bus services are extremely limited in the immediate area, and walking from the nearest bus stop may not be an option for older participants, or for women attending classes at Thistle Hall late at night. For those who run activities at Thistle Hall, we often need to bring equipment to the venue, so public transport is not an option. For example, there is</p>

no sound system at Thistle Hall, so I bring a sound system to set up for every class – I cannot do this on the bus. If Wellington City Council wishes to decrease its spend on Thistle Hall it should do so in an upfront manner, and consult with the community accordingly. The current proposal will essentially mean the Council is giving with one hand (in its subsidy to Thistle Hall), and then taking back with the other (by increasing parking charges). The end result is higher costs for those running activities at Thistle Hall, and for those members of the community participating in activities at Thistle Hall, without any upfront debate or consultation on the impact of this parking proposal on community activities carried out at Thistle Hall.

This proposal is not about ensuring that parking is available in the inner city, as the parking spaces involved already have time limits on them. I can speak from experience when I say, they are policed very effectively by parking control officers. So, the only reason for this proposal is to increase revenue to Wellington City Council.

The impact of this proposal on the groups who use Thistle Hall will be very great. It effectively means that many people who attend a class, or meeting, or support group at Thistle Hall will need to add at least \$3.50 to the cost of that activity. Those who will be hardest hit are elderly users. Many of the activities carried out at Thistle Hall are currently gold coin entry (especially those aimed at seniors or the unwaged), so the increase in parking costs will essentially mean that a ballroom dance class for Chinese seniors (like the one that follows my class on a Friday morning) will more than double. If there are 15 people who attend (as there often are), this means that that group is essentially paying the cost of hiring the space for 1 hour, plus up to \$52.50. I would be interested to know exactly how much money Wellington City Council contributes to the running of Thistle hall in a year, compared with how much people attending activities at Thistle Hall will pay to the Council in parking fees in a year, if this proposal goes ahead. The subsidy to Thistle Hall is recorded in Council documents and voted on in a public forum, but the increase in costs for those attending activities at Thistle Hall will not be accurately shown in Council documents, and will not be properly consulted on.

Even for those activities that cost more than a gold coin, community venues like Thistle Hall enable providers to offer classes or activities in the city that would otherwise be pushed out by the cost and scarcity of inner city space. These classes and activities add to the vibrancy and life of the city, and bring people in to the city, who then spend money at other businesses. This is especially true of the upper Cuba St area. Upper Cuba St does not have the density of workers that more central parts of the city have, thus businesses in the area rely on the current parking regime, and the vibrancy and life of the Cuba quarter, to bring people to this part of the city during weekdays. Increasing parking costs around Thistle Hall will push many activities out to the suburbs, and discourage many shoppers from visiting this part of the city, which will be a loss for the inner city, and for many businesses around Thistle Hall.

So, for the reasons set out above, I am against proposed traffic resolution TR 92 – 19. Can you please keep me informed about progress with TR 92 – 19, including any public or council meetings at which this proposal is discussed.

No

320 - Benjamin Johnson: Absolutely not. Keep this parking free. It is one of only a handful of free parks anywhere near the CBD and I think it provides a decent amount of public good, while also remaining relatively scarce.

No

326 - Matt Swank: This actually would make parking less accessible.

No

329 - Angela Swank: I prefer 60 minutes slots so that it keeps traffic moving instead of 120 that makes it harder to find a car park.

No

342 - T Walker: Some amount of free parking is a great idea for this area. It makes it much easier to get errands or chores done quickly (eg run into a shop, drop something off) without having to navigate the complicated ticketing systems (which differ around the city and sometimes don't work) and without the additional cost

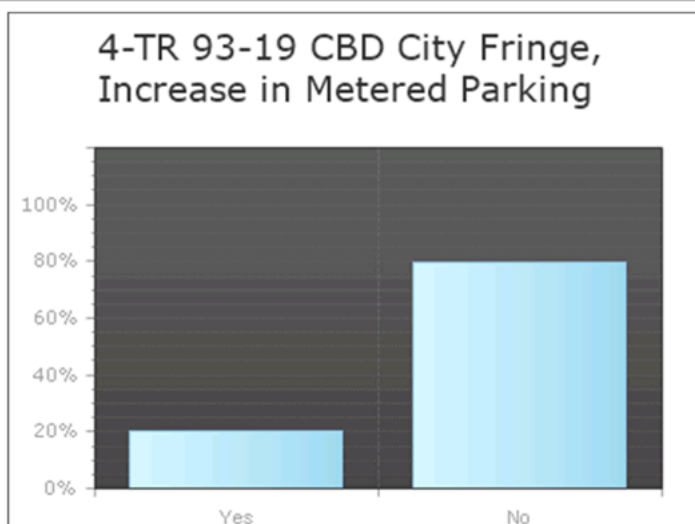
No

344 - Linda Beatson: From my observation there seems to be quite a fast turnover of cars in upper Cuba

<p>St. There is often no parking available at the Electrical store, so even tradies park on the street while they are in the shop. The small businesses near to the Karo Drive/Cuba St intersection all have customers who only stay a short time. If this area is made 2 hour parking, then the parks are likely to be occupied by people parking there for a longer time, and this would have a negative effect on the businesses in the area. Obviously there would be a revenue benefit to the council, but I think the effect on the local business would be negative.</p>	
<p>Yes 345 - Tristan Campbell: High demand area to park. Should be priced to ensure parks available for those that need them most</p>	
<p>Yes 348 - Kelvin Payne: This sounds reasonable however restricting parking to two hours may mean that people choose to park in other areas putting further strain on the number of car parks.</p>	
<p>No 353 - Sophia Grey: See further information to submit</p>	

Category Name: 4-TR 93-19 CBD - City Fringe, Increase in Metered Parking
Total number of submitters: 297
Total number of points: 303

<p>Response field Number and Name: 4-TR 93-19 CBD City Fringe, Increase in Metered Parking</p>		
<p>Total number of responses: 297</p>		
Decision Sought	Number of submitters who selected this option	%
Yes	61	20.33%
No	239	79.67%


Submitters for this question
Yes

1 - Peter Kelly: This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.

No

2 - Bryan Pope: I completely disagree.

This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.

There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration fee and levy those hire bikes and e-scooters.

No

5 - Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!

No

6 - David Moon: Don't understand why this increase needs to be incurred

No

10 - Reuben Marra: Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.

No

11 - Kathryn Palmer:

you've already started weekend parking charges which limits the ability of many to afford to park in the city on the weekends

<p>No 12 - Ash Wang: Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!</p>
<p>No 15 - Susan Henry: it's becoming detrimental to park and enjoy the city. The cost is getting too much for many and is putting people off from venturing into and enjoying the city</p>
<p>No 21 - rachael jones: Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.</p>
<p>No 22 - Sheridan Irain: this is ridiculous. Parking is so so expensive as it is and increasing it an extra \$1-1.50 really does impact people. Parking in the city is going to become very unaffordable soon and that really sucks given everything else in Wellington - rent incl is already really expensive. Please do not make any other thing even more harder to live.</p>
<p>No 26 - Dan Squire: Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life</p>
<p>No 35 - E Solomon: A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.</p>
<p>No 36 - Steffi Van Lith: Paeking is already ridiculously expensive, increasing parking doesn't stop traffic it only increases financial strain on everyone</p>
<p>No 37 - Jason Coleman: That is just revenue collecting, there's no reason for this. This will just reduce demand for these parks and keep them empty more of the time</p>
<p>No 39 - Matt Toole: stop increasing charges and stopping honest people affording to go to work. Your public transport proposals worked so well...</p>
<p>No 47 - Georgina Kelly: People are already paying heaps if money to live in this city and now you want to make it harder for them to go out around the city.</p>
<p>No 51 - Sian Parry: stop increasing parking prices, nobody wants to be in the city anymore</p>
<p>No 54 - Jarrod Bidois: parking is too expensive already</p>
<p>No 59 - Timothy Keats: You charge enough already. This is abusive toward your constituents.</p>
<p>No 63 - Isabella Sutherland: Not at all. The city is less accessible for people who do not live close to public transport. Increasing parking fees is a tax on those who do not have agency to access alternatives, ie. it is a</p>

<p>tax on the poor who are car-dependent. If you have to work a job to get paid to pay for parking to drive to work, to get paid, is it all really worth it? That money could be going into the pocket of a small business owner in Wellington rather than the councils pocket. I would only support an increasing to parking if it is OFFSET WITH FREE PUBLIC TRANSPORT.</p>
<p>No 66 - Angus Lindsay: Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.</p>
<p>No 68 - Kryzana Hanley: The costs of cars alone and the parking as it stands is already a major cost for owners. Also, those who need cars for work, mobility or even leisure shouldnt have to pay more just because their residence doesn't have a driveway/parking.</p>
<p>Yes 69 - Matthew Gibbons: When people drive into the central city they cause congestion. They should be charged for this and the market value for carparks.</p>
<p>No 71 - Victor Chang: It's not exactly convenient locations so not worth the price increase</p>
<p>No 73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.</p>
<p>No 75 - Jolon Behrent: Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.</p>
<p>No 82 - Sue Stannard:</p> <p>Similar reasoning - parking in these areas involves walking for some distance or catching buses. Also when you factor in weekend parking charges, it's getting very expensive to park in or near the CBD. I use public transport when practicable but the services to the suburbs are not very frequent on weekends. As a result of weekend parking costs I don't shop or use facilities in CBD when I can find alternatives with free parking.</p> <p>gett</p>
<p>No 84 - Milind Gandhi: large amount is getting increased for residential</p>
<p>No 91 - Darren Stafford:</p> <p>Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its</p>

costs in this area.
It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has our property. So have our rates. But it doesn't mean that the costs of administering them have gone up.
Spots within the CBD, which were previously free on weekends, are now charged for. It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.
It's the worst idea of all to penalise those on the city fringe. At least they're not driving their car into the city - they're outside and maybe having a stroll.
No 93 - Nicola Stout: You're paying for the convenience of parking inside the city, not the fringe. Fringe city park should stay as it is!
No 98 - Janelle Brown: Expensive enough! An increase will also cause private parking companies to compete and increase prices
No 101 - Rebecca Lyons: hardly enough parks as it is
No 102 - Mara Kerschbaumer: We pay enough as it is. Thank you
No 113 - Emma de Wit: This contradicts your goal of less cars in the CBD if you want to now meter fringe parking as well. Why not increase the appeal of fringe parking, instead of making it the same as central city?
No 117 - Steven Cromb:
No 118 - Jack McPherson: Parking is all ready scarce and unaffordable and as a student i cannot afford to pay so much to keep my car in wellington so that I can work as well.
No 120 - Jenna Randall: there's already enough parking
No 127 - Dan Lord: not enough demand to justify this
No 128 - Kirsty Rose: Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.
No 129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.
No 130 - Courtney Hutchinson: I think it's ridiculous to charge us even more, please have some morals WCC
No 132 - Jennifer Prince: by being on the fringe people are already trying to avoid congesting town.

<p>No 138 - Samantha O'Hara: Parking is already incredibly expensive!!!</p>
<p>No, No 141 - Katherine Mitchell:</p> <p>I have been living in Wellington less than a year and have already seen an increase in the parking costs. Would you be able to send me the profits you made from your metered parking compared to the costs of running the metered parking? I personally don't believe your public transport is currently good enough to be able to claim parking your own car is a privilege, perhaps you are spending the profits on all of the damage your bus drivers have caused by crashing into said parked cars and driving off?</p>
<p>No, No 141 - Katherine Mitchell: it is already expensive and will put up other parking costs. I don't have a car but my visitors parking costs will increase.</p>
<p>No 148 - Hannah Megennis:</p> <p>How can you keep rising the cost is parking yet you haven't made any improvements to any of the roads or run down buildings. What's this money going towards? You keep increasing costs and for what? To change the pronunciation of some suburb names or paint a rainbow crossing in an already very accepting city. How about you fix up the run down buildings or help home the homeless and give help to the people with drug addictions. You've pushed people out of the city no one goes there now and they'll stop when you up the cost again. Small businesss are suffering already as it is</p>
<p>No 151 - Courtenay Parkes: this is an additional tax that impacts on the poor, the people the Council allegedly wish to support. I will withdraw my support for this council</p>
<p>No 159 - Gabrielle Watson: I'm quite surprised about the proposed increase in city fringe parking price - affordable parking (and more of it) on the city fringe should be used to help get people walking, cycling, using shared bikes and scooters, and using public transport in the city centre, which aligns with what the council wants to achieve. Very strange and inconvenient.</p>
<p>No 163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on tasman street for at least the mount cook residents to park so we arent all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p>No 169 - Elliot Smith: It makes it harder for disabled people, many of whom are on reduced incomes, to access the city.</p>
<p>No 174 - Calib Pomana-Wesley: Ridiculous.</p>
<p>No 175 - jasper healey: cost of food and rent rising we can barely afford anything what with the blqnt corruption around the shelly bay development and now this! no way am i voting for anyone currently in city council next bi election</p>
<p>No 185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes</p>

ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.
No 190 - Guest Osborne: is unreasonable
No 199 - Guest Randall: there should be creative solutions not extreme penalisation for any issue the council is attempting to fix.
No 200 - Flynn Everingham: It's ridiculous, parking meters are already too much and as a student I struggle to see how I'm going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased
Yes 201 - Jeff Soukotta: The amount is still low enough in comparison to the inner city rate, so bringing the rate to be closer makes sense.
No 203 - Guest Last: Fringe parking should be low cost and accessible
No 207 - Julia Stevens: No, the cost of parking is already too high.
No 208 - Kathrin Strati: It's the CITY FRINGE. It costs enough as it is!
No 219 - tel pet: There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.
Yes 222 - Eleanor Jolly: I think this proposal should not be considered until the Wellington busses have been fixed. Until this is done this change penalises those without other options.
No 226 - Donna Wheeler: Why does it cost more to 'maintain' a park in Wellington as opposed to Lower Hutt where most parking is free. The public transport system is a complete mess! If I were to come in to shop or for an appointment, I already pay a fortune to be on time. There should absolutely be no increases until you resolve the Wellington commuter issue.
No 231 - Ross Wakefield: I disagree with WCC's proposal to increase city fringe parking costs.
Yes 233 - Michael Lowe: Yes, however, more needs to be done to support those with disabilities who have no or little choice as to how they travel. Please consider exempting residents who have mobility parking permits from having to pay residents parking. Most people can choose to drive however it's important our policies support those who don't have choices.
No 235 - Vanessa Harrold: The city fringe needs all the help they can get in attracting visitors to the area. There are smaller, more boutique shops and these need to be supported more than the big franchises. Increasing parking fees will mean that people will not stop and will go straight to the inner city parking buildings.
No 236 - R Fisher: already expensive enough. public transport is average at best and worse on the weekend and unreliable. especially in winter and hard with children etc.
Yes 238 - Patrick Morgan: On street parking is underpriced now, leading to low availability and poor use of

public space. This is a sensible change.
No 244 - Ainsley Harris: It is expensive enough as it is. Increasing makes Wellington less accessible.
No 245 - Natasha Wall: metered parking is already expensive. City fringe should be cheaper than CBD.
No 247 - Stephen Carey: no no no
No 248 - Rutger Kuyper: Since the introduction of paid weekend parking, it has become nearly impossible for residents to park in the surrounding areas. Further increasing prices of paid parking will only drive non-residents to park in free areas nearby, leading to no car parks being available to residents. Any extensions to paid parking should not take place without the effects to the surrounding areas being properly evaluated and measures being put in place to prevent residents losing their car parks.
No 252 - Susan Walsh: I recognise there is an issue with parking however these increases are putting people off coming into town. I know a lot of people and families that already prefer to go elsewhere as finding parks and the cost is becoming prohibitive.
No 254 - Guest Cook: seven days a week????!! Are you trying to discourage people from exploring Wellington on the weekends.
Yes 258 - Matt Lemmens: This seems reasonable given the current 3.50 area seems just as busy as the current \$4.50 area. If this is going to be seven days a week then the public transport needs to provide the same convenience as it does during weekdays.
No 262 - Monica Harris: absolutely not. City parking is already outrageously expensive, some spots upwards of \$9 for just 2 hours of parking. This will make the city less accessible, especially for locals
Yes 264 - Guest Chan: Again ample transport alternatives available now, no need for private vehicles
Yes 268 - Magenta Mudgway: However I think \$2 is a fairer increase.
No 273 - Guest Hutchinson:
No 280 - Gregory Kent: Just end up with a swath of unused car parks when people decide it's too expensive to use.
Yes 283 - Grant Buchan: I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a

perverse incentive to travel by car, which has wide ranging adverse effects on the community.	
No	
284 - Kate McCracken:	It is an unnecessary increase. The council is being greedy
No	
295 - Jennifer Song:	already expensive
No	
296 - James Dias:	There is no value added justification for the proposed increase.
Yes	
297 - Zoe Mack:	
Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further. I wonder if these can be hypothecated back into a public transport/ bike lane scheme?	
Yes	
298 - Patrick Wilkes:	Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.
No	
303 - M Horan:	I would only agree with this proposal if you can demonstrate this increase is necessary to cover costs and I do not think you have. The current very high price supports turn over in spaces.
No	
304 - Alistair Stewart:	Another tax on the poor. While managers and business owners receive in-building parking as part of their employment packages, working people are more likely to use these fringe parks, sometimes as part of car-pooling arrangements.
Yes	
320 - Benjamin Johnson:	Sure, this seems reasonable.
No	
321 - Felice Di Napoli:	Increasing fees doesn't help.
No	
326 - Matt Swank:	The only way I would support this is if parking was free nights and weekends for 120 minutes.
No	
329 - Angela Swank:	we already pay so much in parking.
No	
330 - Guest Tritt:	see comments to TR94-19
No	
339 - Craig Slack:	I Sail at weekends from RPNYC and live out of Wellington, so need to park in Oriental Bay as I could have up to 30kgs of clothing and gear with me for my yacht. This extra cost following hard on the heels of removing free parking at weekends will force me to park on mt Vic and further along Oriental Bay.I cannot use public transport for this journey due to equipment.
No	
340 - Sue Varney:	This proposal is ridiculous:I live in ngaio but work near the basin reserve. Doing this journey by public transport would involve walk, train and bus, taking over an hour each way and approximately \$15 return.Additionally we do not have a snapper or AUT type system that conveniently allows passengers to use one form of payment on both bus and train. The bus and train services in Wellington are already over full with not enough bus or train drivers. I earn \$20 per hour. The \$1.50 an hour is affordable, particularly if I drop my partner in town on the way and pick him up on the way home. He is quite happy to have

a lift since his regular trains are now bus replacements due to a lack of drivers. A 67% increase is grossly unfair and makes my job uneconomic. There are no other parking options.

No

343 - Tania Cotter: The bus system (since July 2018) is unreliable, expensive and time-consuming. It is no longer the best option when one wants to pop into the city for an errand or appointment. Please don't penalise Wellingtonians further by increasing parking fees, until the bus system is fixed.

Yes

344 - Linda Beatson: I agree with the increase in rates for these areas. At present it is ridiculously cheap to park in these areas, and this needs to change. Just a short distance away the price of street parking is higher, it is much more expensive to park in privately owned longer term car parking buildings or spaces and the prices should be comparable.

Yes

345 - Tristan Campbell: Ensure parking is available and cars not congesting the road circulating looking for a park.

No

346 - Pedro Morgan: Thank you for the opportunity to make a submission on the proposal to increase parking charges.
 I am making this submission on behalf of the Royal Port Nicholson Yacht Club Inc. Neither I nor the Club agree with the proposed changes.

We were disappointed to learn of the proposal relatively recently. The proposal came to our attention not from the Council (despite the Council being well aware of our sensitivity to parking issues) but from a third party. Given the Council's recent engagement with us on other parking matters, I was surprised that we were not contacted directly.

You propose to increase the parking charge from \$1.50 per hour to \$2.50 per hour.

The effect of the charges is that our members, volunteers, staff, and sailors would be required to pay even more for parking than is already the case, as much as \$25 per day. This will have a negative effect on our membership, and participation in the sport of sailing generally.

At present, our members, volunteers, staff, and sailors utilise on street parking, primarily on Oriental Parade, in the evenings and at the weekends.

The group I am most concerned about is our volunteers. A typical race day (normally a Saturday or Sunday) calls for a 6-8 hour contribution from a group of about 7 volunteers. Four volunteers will operate our race office, and three more will crew our rescue boat. A typical day will see this group arrive at 10 or 11 am, and remain until 5 or 6pm. During a regatta, a group of about 15 volunteers will arrive at about 8 am and remain until 6 or 7 pm.

We have about 25 weekend race days a year, plus at least six further regatta days per year. One effect of the parking charge proposal is therefore to ask our volunteers to pay as much as \$5,750 per year help run our sport. Unlike rugby and football, we require volunteers for long periods of time, and that already makes it difficult to find volunteers. It would be naive to think that these increased charges won't make it even harder to find volunteers. Without volunteers, our sport cannot operate safely.

I am also concerned about our staff, in particular the instructors at our sailing school. These instructors run learn to sail and sailing skills courses, and also deliver boating safety education (in the form of Coastguard Boating Education courses). Across a year, our instructors spend about 400 hours teaching at weekends.

Therefore, one more effect of the parking charge proposal is to ask our staff to incur parking costs of up to \$1000 per year while delivering boating education courses. An alternative is that we reimburse their costs, though this would require us to pass those costs on to clients. Note that our members already subsidise our education programmes, including for the general public.

You also argue that increased parking charges will better manage parking demand. But that ignores the legitimate use of the parking resource by our members, volunteers, staff, and sailors.

We have operated on this site and others on the central city harbour's edge for more than 135 years. The Council's earlier attempt to remove car parking from Oriental Parade and limit parking times, the introduction of parking charges, and the current proposal to increase parking charges, discourage participation in the sport of sailing. Unlike other sports, which can operate from suburban playing fields and school facilities, we can only operate from the edge of the harbour. As the majority of our members' boats are at the Chaffers Marina and Clyde Quay Boat Harbour, we can really only operate from the central city. This means that our members, volunteers, staff and sailors will always have a need for day long parking near the central city water's edge. As much as we would wish otherwise, we can never realistically expect to develop our own private parking

<p>resource in the vicinity of our Clubhouse. I would like to make a submission in person to the Council. I would appreciate it if you would pass my request on to the relevant committee chair for their consideration. Thank you again for the opportunity to make a submission on the proposal to increase weekend parking charges.</p>
<p>No 347 - Craig Ryburn: I can only speak to the issues around the metered parking outside of our premises on Oriental bay as this is the only area of this proposal I have knowledge. The city fringe parking during weekdays is already very under utilised - occupancy rates must average less than 50% (I'm sure council have this data), and on some days would be lucky to be 25%. I cannot see how a rise in fees is justified on this basis. On sunny summer weekend days the area can be busy because of people heading to Oriental Bay beach. Ironically the area closest to Oriental bay is a coupon parking zone and is free to park all day during the weekend. The introduction of parking fees in the weekend outside Wellington Ocean Sports has already seen parking harder to find in the coupon parking zone as people park here to avoid the metered parking. An increase in these rates during the weekend will further exacerbate this problem.</p> <p>This proposal will not improve access to parking and has the potential to make parking worse for beach goers in the weekend. While it may raise some additional revenue for council, the council need to realise the impact it has on local businesses and facilities. Under this proposal people coming to do a boating education course on a weekend at Wellington Ocean Sports could end up paying \$25/day more than they did 12 months ago. As a non profit we work hard to keep the costs of boating education down for members of the public. This increase in parking costs will effect people's access to our services.</p>
<p>No 348 - Kelvin Payne: If we want to encourage cars to stay out of Wellington CBD then perhaps maintaining a large price differential will encourage more people to park on the outskirts of Wellington and walk/use public transport rather than driving further in as it isn't much more expensive. Four hours at \$2.50 is \$10 which is more than the current rate for a daily coupon park.</p>
<p>No 353 - Sophia Grey: See submission</p>
<p>No 354 - Katharine Amos: Increase of 66% is too large to make in one go.</p>
<p>No 355 - Tony Randle: The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally opposes them. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).</p> <p>The reasons for the JCA position are as follows:</p> <ul style="list-style-type: none"> • Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice. • Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus. • The WCC only recently increased Coupon Parking charges last year and another increase is not justified. • The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will not go towards improving public transport. The JCA has no faith that our PT service, already worse than before the changes last year, will be improved. <p>The JCA is also very concerned with the constant disregard of WCC planners to off-street parking requirements for new and in-fill developments. The District Plan has clear requirements to provide off-street parking for developments yet the JCA has observed that a majority of multi-unit developments in</p>

Johnsonville are approved, without notification, even though they fail to provide the minimum off-street parking required under the District Plan. As a result central Johnsonville has lost most all day street parking to the detriment of both local residents and businesses. The JCA opposes the introduction of metered parking into Johnsonville.

The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

Category Name: 5-TR 94-19 CBD, Increase in Metered Parking

Total number of submitters: 294

Total number of points: 300

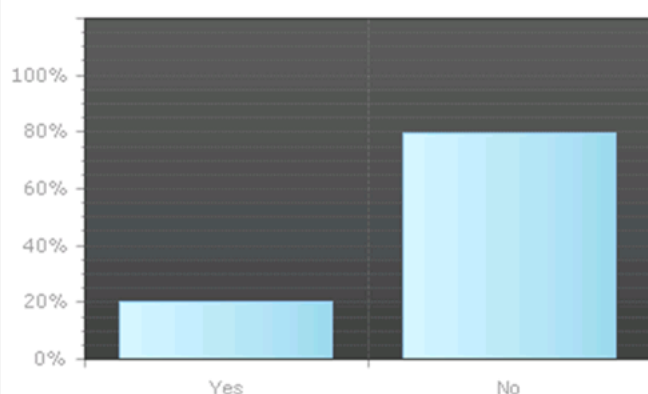
Response field Number and Name:

5-TR 94-19 CBD, Increase in Metered Parking

Total number of responses:294

Decision Sought	Number of submitters who selected this option	%
Yes	61	20.47%
No	237	79.53%

5-TR 94-19 CBD, Increase in Metered Parking



Submitters for this question

Yes
1 - Peter Kelly: This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.
No
2 - Bryan Pope: I completely disagree.
This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.
There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration fee and levy those hire bikes and e-scooters.
No
5 - Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!
No
6 - David Moon: Parking is not reflective of costs, and will put people off from coming into the city altogether
No
10 - Reuben Marra: Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.
No
12 - Ash Wang: Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who live in the city who are depend on these parking. Big NO!
No
15 - Susan Henry: I disagree with increasing metered parking costs. It's too much
No
19 - Shaun Swan: ha, already hard to find street parking you think increasing it will make it easier?!
No
21 - Rachael Jones: Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.
No
22 - Sheridan Irain: No, there is already enough and the increases are already high.
No
26 - Dan Squire: Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life stop being greedy
No
35 - E Solomon: A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.
No
36 - Steffi Van Lith: Please see previous submissions on financial strain

No	
37 - Jason Coleman: It's difficult enough to work, live or drive to the city increasing costs when they are already so high is ridiculous. Wellington cost of living is crazy. This plus the fact that the prices are going up because "increased demand" due to bus routes and cycle ways is insane. Noone wants these we want our parks. There's no reason to increase parking fees you just increased fees within the last year. Money grabbing	
No	
47 - Georgina Kelly: People are already paying heaps if money to live in this city and now you want to make it harder for them to go out around the city.	
No	
51 - Sian Parry: Stop increasing parking prices, nobody wants to be in the city anymore	
No	
54 - Jarrod Bidois: Parking is too expensive already	
No	
59 - Timothy Keats: Chill please	
No	
63 - Isabella Sutherland: Direct tax on the poor who are car dependent. If you increase charges for those using car parks in an effort to discourage people using cars in the first place, you should offset this with a reduction in public transport costs. Or better yet, make public transport FREE and then price/wealth is not a barrier to use for people	
No	
66 - Angus Lindsay: Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.	
No	
68 - Kryzana Hanley: If you increase the cost of CBD parking you are effectively taking away time and money from people who are travelling in town to shop/work. In order to sustain a healthy economy and support local businesses, accessibility must be in the front of our minds. Increseing this cost will reduce people from further out of town from coming in.	
No	
71 - Victor Chang: This would discourage anyone in the outer suburbs from visiting the CBD.	
No	
73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.	
No	
75 - Jolon Behrent: Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.	
No	
84 - Milind Gandhi: Large amount is getting increased for residential	
No	
88 - Tamara Wilson: City parking is already \$4.50 an hour! This honestly just seems ridiculous. Improve your bus system if you wish for people not to drive into Wellington.	
No	
91 - Darren Stafford: Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its costs in this area.	
It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has	

<p>our property. So have our rates. But it doesn't mean that the costs of administering them have gone up.</p> <p>Spots within the CBD, which were previously free on weekends, are now charged for. You've had your increase there It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.</p>
<p>Yes 93 - Nicola Stout: Give 1 hour free parking at the existing metered spots throughout the city and then charge 3.50per hour (still cheaper than \$4.00 per hour private parking buildings).</p>
<p>No 101 - Rebecca Lyons: It's already enough</p>
<p>No 107 - Guest Blackshaw: People already cant afford to park in the city and the bus system has become a joke. Buses turn away people because they are too full because they are running extremely late. Its ridiculous to make people pay more for parking after you screwed up a perfectly fine bus system.</p>
<p>No 113 - Emma de Wit: Do you have any lens about how much you're already loathed for your parking policies?</p>
<p>No 118 - Jack McPherson: Parking is all ready scarce and unaffordable and as a student i cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p>Yes 127 - Dan Lord: yes</p>
<p>No 128 - Kirsty Rose: Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.</p>
<p>No 129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p>No 130 - Courtney Hutchinson: I think it's ridiculous to charge us even more, please have some morals WCC</p>
<p>No 137 - Ashton Abou-Antoun: \$4.50 an hour is outrageous for parking. Only the wealthy will ever be able to afford to park in the city. It feels as though the council is completely hostile towards its citizens whose job it is for them to serve. If the proposed changes go through most likely people will just park while avoiding payment by either parking in stores / supermarket car-parks or parking on council parks without paying the meter as paying a ticket costs roughly the same as paying for a days worth of parking.</p>
<p>No 138 - Samantha O'Hara: Parking is already incredibly expensive!!!</p>
<p>No,No 141 - Katherine Mitchell: I have been living in Wellington less than a year and have already seen an increase in the parking costs. Would you be able to send me the profits you made from your metered parking compared to the costs of running the metered parking? I personally don't believe your public transport is currently good enough to be able to claim parking your own car is a privilege, perhaps you are spending the profits on all of the damage your bus drivers have caused by crashing into said parked cars and driving off?</p>
<p>No,No 141 - Katherine Mitchell: It is already expensive for my visitors to park. Will also affect people coming to the area for shopping.</p>

No 146 - Anneke Wilson: Parking in Wellington is already expensive enough and you have increased it include weekends. It puts people off travelling into the city, due to the extra incurred costs. parking is already expensive enough.
No 151 - Courtenay Parkes: This is an additional tax that impacts on the poor, the people the Council allegedly wish to support. I will withdraw my support for this council
Yes 159 - Gabrielle Watson: If ppl want to park cbd they should pay.
No 163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on tasman street for at least the mount cook residents to park so we arent all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students
No 169 - Elliot Smith: It makes it harder for disabled people, many of whom are on reduced incomes, to access the city.
No 175 - jasper healey: Cost of food and rent rising we can barely afford anything what with the blqnt corruption around the shelly bay development and now this! no way am i voting for anyone currently in city council next bi election
No 185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.
No 199 - Guest Randall: There should be creative solutions not extreme penalisation for any issue the council is attempting to fix.
No 200 - Flynn Everingham: It's ridiculous, parking meters are already too much and as a student I struggle to see how im going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased
No 201 - Jeff Soukotta: Inner city parking is already very expensive. Further increasing rates will simply drive people to other towns that aren't charging as much, if at all.
No 203 - Guest Last: it is already overpriced to visit CBD. Rate payers who now have to get 2 buses and pay higher fees for the Privilege should be able to park for reasonable price.
No 207 - Julia Stevens: No, this will discourage people like me from spending large amounts of time in the city participating in events, shopping, eating and the market. Parking and the cost of living here is already expensive enough.
No 208 - Kathrin Strati: This is pure money grubbing! It costs enough as it is. Maybe work with GWRC and get the buses working!

<p>No 219 - tel pet: There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.</p>
<p>No 222 - Eleanor Jolly: It is expensive enough already. In addition with the new meters with the light sensors I am sure council income has increased and this could help cover the costs.</p>
<p>No 226 - Donna Wheeler: Why does it cost more to 'maintain' a park in Wellington as opposed to Lower Hutt where most parking is free. The public transport system is a complete mess! If I were to come in to shop of for an appointment, I already pay a fortune to be on time. There should absolutely be no increases until you resolve the Wellington commuter issue.</p>
<p>No 227 - Emily Leopold: Too expensive already. Where are the increase in wages to cover this? Not only parking but rent, power, petrol. Wellington is becoming a joke</p>
<p>Yes 229 - Neale Jones: Given the challenge of climate change, we need to encourage low-emission modes of transport rather than providing public subsidies for private vehicles.</p>
<p>No 231 - Ross Wakefield: I strongly believe that the \$3/hr and \$4/hr parking zone fees should <u>not</u> be increased by \$50c/hr. This will likely act to further discourage consumers coming into the CBD for short visits.</p>
<p>Yes 233 - Michael Lowe: Yes, however, more needs to be done to support those with disabilities whom have no or little choice as to how they travel. Please consider exempting residents whom have mobility parking permits from having to pay residents parking. Most people can choose to drive however it's important our policies support those who don't have choices.</p>
<p>No 236 - R Fisher: already expensive enough. public transport is average at best and worse on the weekend and unreliable. especially in winter and hard with children etc. Most city car users are also rate payers on Wgtn region.</p>
<p>Yes 238 - Patrick Morgan: On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.</p>
<p>No 244 - Ainsley Harris: Parking in Wellington is already expensive enough as it is. \$4 an hour for parking inner city and most people use the PayMyPark app or credit card which then incurs an additional \$.50 fee - it's so expensive already. Living in Wellington is difficult as it is and parking increases do not need to be made. Weekends went from being free to pay parking, which is enough already.</p>
<p>No 245 - Natasha Wall: Metered parking is already ridiculously expensive.</p>
<p>No 247 - Stephen Carey: over priced already</p>
<p>No 254 - Guest Cook: essentially \$5 AN HOUR? Sounds extortionate</p>
<p>Yes 258 - Matt Lemmens: This seems reasonable given the current 3.50 area seems just as busy as the current \$4.50 area. If this is going to be seven days a week then the public transport needs to provide the same convenience as it does during weekdays.</p>
<p>No</p>

<p>268 - Magenta Mudgway: Parking in the CBD is already very high and an increase makes it less accessible for everyone to afford.</p>
<p>No 280 - Gregory Kent: But \$2, \$3, and \$4 would be okay.</p>
<p>Yes 283 - Grant Buchan: I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.</p>
<p>No 284 - Kate McCracken: Too expensive. The council already spends money irresponsibly. They do not need more money at their disposable - constant road works to do up roads that are completely fine are so unnecessary and I'm disgusted that they are requesting more money from the people of Wellington. I'm embarrassed of the direction this council is going in with the reckless unnecessary spending.</p>
<p>Yes 291 - Simon Ross: All proposals to increase the cost of parking make sense as pricing this below the true cost an unfair subsidy to people who drive from people who do not - and a say this as someone who drives and parks in the central city regularly. Also the opportunity-cost of providing on street parking is high especially with Wellington's narrow streets. WCC's woefully slow and inadequate roll of bike lanes and bus priority is a big problem for better mobility in the city. So if you're going to provide parking make sure it pays its way.</p>
<p>No 296 - James Dias: CBD Parking is already very expensive. Consider providing more parking spaces by providing parking in buildings. Permit 2 hour free and then start charging.</p>
<p>Yes 297 - Zoe Mack: Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p>Yes 298 - Patrick Wilkes: Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p>No 304 - Alistair Stewart:</p> <p>Central city is already under threat from the deadening effect of earthquake related building closures, further increases in parking charges will further destroy Central Wellington as a preferred shopping destination.</p>
<p>No 320 - Benjamin Johnson: I think the current pricing is sufficient.</p>
<p>No 326 - Matt Swank: The cost of public transport is too high. Don't penalise people who only need to be in the CBD for an hour or two.</p>
<p>Yes 327 - Tim Jones: While I agree with this increase, I would prefer to see a steeper increase in CBD parking charging, to discourage this very inefficient use of road space and make it easier for WCC to implement its sustainable transport hierarchy and focus on creating streets that have adequate room and provision for people using the footpaths, using bikes and other forms of micro-mobility, and using dedicated/priority public transport lanes.</p>

<p>No 328 - Oban Grobler: I feel the costs at present are extreme enough. As it is there is not enough parking in the city and making the little that is available more expensive will make it even more difficult for people who need to bring their vehicles into the city. Whilst I understand that the council is keen for everyone to use the busses and or train it is not always feasible particularly for older people or people that need their car whilst in the city to get to various appointments etc. The cost of living in the city is already high enough without adding extra costs to what is already a load.</p>
<p>No 329 - Angela Swank: Free weekends are no more, why do they need to increase fees when they already are collecting so much from the weekend.</p>
<p>No 330 - Guest Tritt: The justification for this change is illogical - the council states that the number of parks are reducing (being taken away by the council) - wouldn't this therefore reduce the maintenance costs as are less to maintain. You are also now getting new revenue from weekend charges recently introduced. There is no evidence provided or logical rational for why costs should increase.</p> <p>Also, removing car parks does not assist in making the city more accessible. People can already walk on footpaths (if the distance is manageable), cycling is only adopted by most (of the 2% that even cycle to begin with) in fair weather and is only possible for certain individuals (not young families, those who are not physically able and elderly for example) and the public transport system is grossly inadequate.</p>
<p>No 340 - Sue Varney: Does not support retailers in the cbd</p>
<p>No 343 - Tania Cotter: The bus system (since July 2018) is unreliable, expensive and time-consuming. It is no longer the best option when one wants to pop into the city for an errand or appointment. Please don't penalise Wellingtonians further by increasing parking fees, until the bus system is fixed.</p>
<p>Yes 345 - Tristan Campbell: Yes price should be at a level that ensures parks are available for those that really need a park.</p>
<p>No 353 - Sophia Grey: See submission</p>
<p>No 354 - Katharine Amos: Increases of 16% (.50 on \$3) and 12.5% (.50) are too large in one go.</p>
<p>No 355 - Tony Randle: The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally opposes them. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).</p> <p>The reasons for the JCA position are as follows:</p> <ul style="list-style-type: none"> • Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice. • Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus. • The WCC only recently increased Coupon Parking charges last year and another increase is not justified. • The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will not go towards improving public transport. The JCA has no faith that our PT service,

already worse than before the changes last year, will be improved.

The JCA is also very concerned with the constant disregard of WCC planners to off-street parking requirements for new and in-fill developments. The District Plan has clear requirements to provide off-street parking for developments yet the JCA has observed that a majority of multi-unit developments in Johnsonville are approved, without notification, even though they fail to provide the minimum off-street parking required under the District Plan. As a result central Johnsonville has lost most all day street parking to the detriment of both local residents and businesses. The JCA opposes the introduction of metered parking into Johnsonville.

The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

Category Name: 6-TR 95-19 Residents parking Zone, Increased Residents Permits

Total number of submitters: 327

Total number of points: 334

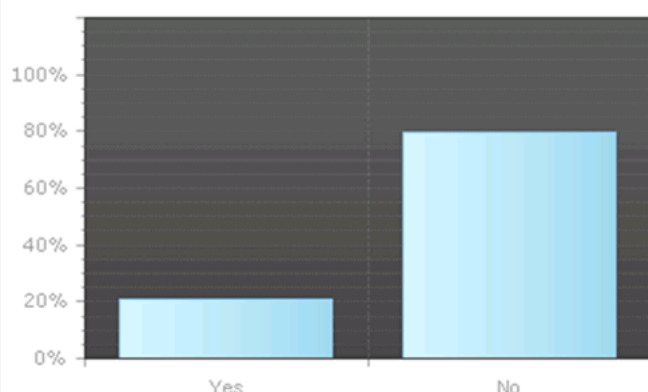
Response field Number and Name:

6-TR 95-19 Residents parking Zone, Increased Residents Permits

Total number of responses:327

Decision Sought	Number of submitters who selected this option	%
Yes	67	20.62%
No	258	79.38%

6-TR 95-19 Residents parking Zone, Increased Residents Permits



Submitters for this question

Yes

1 - Peter Kelly: This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.

No

2 - Bryan Pope: No. Unless you can demonstrate you are somehow providing a demonstrably better service, why should people be paying more. This is just a shameless revenue grab. How about we try cutting costs, like maybe some of those massively expensive, under-utilized cycle-ways you keep putting in.

No

3 - nathan rose: residents parking can easily be abused by selling your discounted space to somebody else

Yes

4 - Jeanie McCafferty: Parking in Wellington will still be too cheap, should be more expensive to park in Wellington. Do you have any power to tax private car parks and parking buildings too, if you do the this should be done too. Or another way should be found through rates?

No

5 - Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!

No

7 - Kassie Mercer: people already have to pay to park at their own house stop ripping them off even more

No

10 - Reuben Marra: Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.

No

11 - Kathryn Palmer: this is already costly for those who need their own transport, particularly students, and is the only city in the country where these fees exist. These fees go nowhere actually improving the lives of people in the city and particularly drivers

[illegible]

and try working FOR the people like we elected you to do instead of taking our money!
<p>No</p> <p>33 - Madeleine Smith: this is ridiculous. Paying \$126 a year is plenty. Increasing the parking for residents is a bad idea as many of use do not have any options for off street parking. I strongly object to this</p>
<p>No</p> <p>34 - Callum Riach: As far as I'm concerned the cost of a resident's park should be a token amount for no other reason than to establish that the applicant exists. There is no need for an increase in fees, and especially not a jump of this size.</p>
<p>No</p> <p>35 - E Solomon: A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.</p>
<p>No</p> <p>36 - Steffi Van Lith: One of the reasons I moved from the city to the suburbs was that I had to pay a ridiculous amount for the car I share with my partner. Even paying didn't guarantee me a park as it was also a coupon zone. There were plenty of times people were illegally parked taking up valuable residents spaces and no warden to be seen. It was a nightmare. Increasing your revenue won't increase the car parks or wardens in residence areas. You are just s hurting the pockets of those that need vehicles.</p>
<p>No</p> <p>37 - Jason Coleman: This is the most insane. What are we supposed to do just not have cars. Residents should have access to at least a free park per household paying to park around were you live in an unguranteed spot is stupid. It's just punishing the Wellington community, Wellington builds houses on hills and around areas where its impractical for dedicated parking spots. Its ridiculous to charge for someone to park where they live let alone this massive increase which is unwarranted. This is money grabbing at its finest you hungry pigs</p>
<p>No</p> <p>42 - Grace Cantrick: BIG NO residents parking is for those mostly who can not afford a big house with a garage. To then have to pay to park on the street is ridiculous anyway.</p>
<p>No</p> <p>43 - E James: For most, living in Wellington is already expensive due to rent prices. Having to pay to park your car outside your house is already expensive compared to other cities. It's just not affordable for those on lower incomes like me. It would eat into my personal money for things like medical bills and healthy foods. A 54% increase is huge and not in line with inflation. The cost of roading would exist whether or not my car is parked on it and having it parked is not increasing the cost. Many Wellington homes do not have off street parking, such as my own rented home. I have no choice but to pay for parking and I do require a car for my day job due to the nature of it. I find this increase to just be financially punishing those of us that don't have other choices.</p>
<p>No</p> <p>44 - Geoff Young: No, as a resident that does not have any OSP available at my home, it is absurd to have a fee of close to \$200 p.a to park on the street on what is considered my home. The permit is also not guaranteeing a park, and therefore such high fee is very unreasonable. I do however agree to a reasonable increase in line with inflation, but not a greater than 50% price increase.</p>
<p>No</p> <p>45 - Alicia Howe: it is grossly unfair to increase charges for residents to park outside their own homes, especially so far from the CBD</p>
<p>No</p> <p>47 - Georgina Kelly: People should not have to pay extra to be able to park where they live. It's not always guaranteed that they will even get a park when paying that money.</p>

<p>Yes 50 - Abby Malcolmson: But upping the cost of residents parking is just rude and unacceptable. I need a car for health reasons so I need residents parking and you want to charge me more t to park my car outside my own house ? When I need a car for medical reasons ? Rude</p>
<p>No 51 - Sian Parry: Stop increasing parking prices, nobody wants to be in the city anymore</p>
<p>Yes 52 - Joseph Shannon: Increase should be greater.</p>
<p>No 54 - Jarrod Bidois: Parking is too expensive already</p>
<p>Yes 59 - Timothy Keats: I'm fine with this</p>
<p>No 61 - Jessica Smith: Considering a lot of houses in Wellington do not have driveways, the only alternative is on-street parking. Increasing the prices is just making it less efficient for individuals to be able to get to their Jobs, University etc. Without my car in Wellington, I would not be able to go to the places I can and I would not be able to afford the increase in the price either considering the petrol in Wellington CBD is already at \$2.30.</p>
<p>No 63 - Isabella Sutherland: Residents are already at a disadvantage because their property does not include a car parking space, and have to pay for the residents permit as it stands. It seems unfair to increase the charge when nothing about the service / permit is improving</p>
<p>No 64 - Guest Calvert: Wellington is the only place I have ever lived (in NZ or overseas) where I have been required to pay to park outside my own home. I would have gotten rid of my car had there been a reliable public transport system in place, however due to the fiasco that has been the "upgrades" to the bus system over the last year I have very little faith that there will be any improvements in that area sometime soon. Wellington City Council are also the most stringent I have ever seen in enforcing parking fines (including refusing to waive a fine that I incurred as a volunteer firefighter, responding to an incident in my own vehicle) so I'm sure plenty of money is made that way without further charging people with a legitimate right to park on their own streets. It says this increase is to better reflect the value of the land - Wellington rent prices have already been hitting record highs. If you are looking to push people out of Wellington and into the Hutt Valley or beyond, the Council is definitely heading in the right direction, which is a shame because I love this city.</p>
<p>No 65 - Laurie Hyde: You are intending to restrict access to parking to residents and people of the city who have no other option. Yes, it is important for access to walkways and cycle paths but it shouldn't be at the detriment to residents of this city who require vehicles. You have citizens who have no other options, disabled, financially restricted and by cutting out the number of and the accessibility to these parks, you're putting even more pressure on people who choose to live in this city. Actions like this restrict who can live where, and when it's already hard enough to find a house, let alone one with an off-street park. This pushes people and business out of the city, and will cause more disruption than it will benefit. Rethink it please.</p>
<p>No 66 - Angus Lindsay: The council already generates horrendous amounts of capital from inadequate parking in residential areas. This is not good enough.</p>
<p>No 67 - Lisa Seddon: please don't increase resident and coupon parking.</p>
<p>No 68 - Kryzana Hanley: The costs of cars alone and the parking as it stands is already a major cost for owners. Also, those who need cars for work, mobility or even leisure shouldnt have to pay more just because their residence doesn't have a driveway/parking.</p>

<p>Yes 69 - Matthew Gibbons: The amount charged for residents parking is still very low in relation to the private benefit. It is much lower than people pay for a bus pass for just two months. In inner city suburbs a charge of \$1,000 per year could easily be justified. This would encourage people in inner city suburbs to think about whether they really need a car. Those who do might move to an outer suburb where car parking is more abundant. Parking charges should increase as frequently, and at least by the same percentage amount as bus fares.</p>
<p>No 70 - Sophie Greaney: I am a student who needs my car to travel to and from my part time job and university. This increase is very expensive for me and unnecessary to increase it by such a large percentage.</p>
<p>No 71 - Victor Chang: This would just be a penalty on the low-income people who require a vehicle for work/school/dependents</p>
<p>No 72 - Milla Bertoldi: Do something useful with the money you get from parking. We all know it's going to go straight back into the pockets of council members.</p>
<p>No 73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.</p>
<p>No 76 - Peter Kennedy: This is a very significant increase. It is bad enough that we have to pay for parking on the street in the first place. There are a lot of older people and students in Kelburn who can't afford such an increase. I am strongly opposed.</p>
<p>No 79 - Jessa Thompson: I cannot afford residents parking currently let alone under the new proposal. Also in Aro Valley there is no free parking near my street and we do not have a garage or driveway for that matter, where am I meant to park?</p>
<p>No 81 - Steven Job: Resident Parking should be free, or a minimal charge to obtain a permit that lasts multiple years. Due to the nature of Wellington's geography, many properties don't allow off the street parking, so concessions should be made to residents of the city.</p>
<p>No 83 - Holly Mcwhirter: students struggle to pay rent as it is. We are one of the most expensive cities in the country for rent and now parking may go up? How is that fair?</p>
<p>No 84 - Milind Gandhi: large amount is getting increased for residential</p>
<p>No 85 - Greer Dalziell: I would feel as though I am being robbed. I can barely afford it as it is. It's an absolute rip off. I can't afford this and would mean I will have to move. Does not need to be changed at all</p>
<p>Yes 87 - Connor Wallis: The current rate is already too much. Why should I need to pay to park outside my own house? Lower the cost if anything</p>
<p>No 88 - Tamara Wilson: residents parking fee should be an administration fee only. Why are you attempting to profit off this? To purchase a house in Wellington you should have a right to an off street park. Sure, for a fee because Wellington is so busy, but is it really necessary to increase by \$50+?</p>
<p>No 91 - Darren Stafford: What an absolute gouging as well here. Again, no costs going up, just this mythical concept of value of these going up.</p>

<p>You've already hit up residents for above CPI increases in the rates - often to fund ridiculous projects like that absolute lunacy in Taranaki Street. An abject failure that was. And now, you propose that there's an increase in value - created from what and by whom ? I know - rhetorical question - because it's nothing and no-one. People have already paid for that.</p> <p>How about this for an alternative. Charge the people using bikes. Council has invested a lot of ratepayers money in that area, and for what financial returns ? Nothing. It is this action, which has reduced the number of carparks, that is a key driver of the perceived "value" increase here due to supply of these being lessened, but demand not decreasing. So charge those who get the benefit. The bike riders. Put a levy on them for the additional services that have been provided to them. Perhaps a bike tollway even. They have received the value, and should bear the cost - not those who actually now have less parking options and a lesser service value.</p>	
Yes	93 - Nicola Stout: I only agree with this if you're also increasing the number of residents parking in densely populated areas
No	94 - Leah Lewis: What a complete rort increasing the parking fees for residents. My daughter has moved into a flat in my Vic and gets 240 dollars a week to live as a student. Find some other way of funding your jobs
No	100 - Nancy Luu: Resident parking is not being checked properly, some don't pay for a permit but are still able to park after 5pm to 7-8am next day. So what's the point of increase the cost? Should the checking have been done more thoroughly?
No	102 - Mara Kerschbaumer: ABSOLUTELY NOT. An increase to \$195 is completely and utterly ridiculous. If this isn't a revenue gathering scheme I don't know what is. Personally I struggled to afford the \$126 upfront let alone \$195. People like myself who are students or live pay check to pay check will really struggle with this increase. I am completely and utterly against proposal.
Yes	109 - Kurt Sharpe: I support this proposal with exception for people with disable parking authority.
No	113 - Emma de Wit: As stated, I'm not sure how you justify residential parking as priced above an admin fee in the first place, so increasing the cost of it, why this amount per car.
No	117 - Steven Cromb: The logic behind this is flawed. "increasingly parks are being permanently removed" into "people who use the parking spaces should contribute more" makes no sense. It sounds like "Lets deliberately decrease supply while not addressing demand and make them pay for it". How about the council shows the people their effort to increase non-predatory parking (e.g. not Wilson) in the CBD before asking for more money.
<p>The size of the increase is outrageous too. Increase in residential parking to 150%? That's an impossible increase to budget for. A limited increase yearly is fair but this is ridiculous.</p>	
No	118 - Jack McPherson: Parking is all ready scarce and unaffordable and as a student i cannot afford to pay so much to keep my car in wellington so that I can work as well.
No	120 - Jenna Randall: I already pay for residents parking every year. It is barely enforced on my street so I can never find a place to park, and too many permits are given out in the first place. I think it's ludicrous that city council is proposing forcing me to pay more for something I cannot use because they don't properly enforce it.

<p>No 121 - Danielle Henderson: It unfair to hinder us further. Just because we were unable to find a house with an on premise carpark doesn't mean we should be punished for owning a car. Increasing this fee adds extra strain for those who need their cars for work, health, etc.</p>
<p>No 123 - A Kelly: Residents are already paying enough to park their cars. Residents who park on the street have to park there as they don't have a driveway or on site parking. To be charging more is unfair to people who are just trying to get by, and having a car is a necessity.</p>
<p>No 125 - Lucy Kean: Please reconsider such a large increase. This will affect a lot of low income earners who need a car for work and survival. We have just had our first baby and in order for me to stay at home for a short time we have budgeted to the last dollar but are still going into the red each week. This will be another unexpected cost making it even more difficult to live without severe financial stress. Please, please reconsider.</p>
<p>Yes 127 - Dan Lord: yes, and should probably go quite a bit higher</p>
<p>No 128 - Kirsty Rose: Vehemently oppose this. It is absolutely not acceptable that residents in suburban areas should have to pay any more than the current extortionate rates to park on the street outside their own homes. The perceived benefits gained by the permit holders are over-valued in your proposal. Frequently residents only parking is sectioned off to allow road works, privately owned infrastructure works or private or public construction works to take place, so it is not even available to the permit holders for many months of the year. You offer no rebate when you allow this to happen by agreeing to "traffic management" plans presented by these various organisations/individuals & provide no alternatives to the permit holders in these areas. There is not enough residents only parking for the residents in any given area in any case, so the amenity provided does not even meet the needs of the community. It is audacious in the extreme that you would consider increasing the cost of such a paltry and insufficient service. It also seems unfair that different suburbs have different rates. The cost of the Wellington road & parking system being so woefully inadequate should be shared equally between all road users.</p>
<p>No 129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p>No 130 - Courtney Hutchinson: I think it's ridiculous to charge us residents even more, please have some morals WCC</p>
<p>No 133 - Chelsie Burnett: People who live in central city should have access to parking where parking is available, and they should have access at an AFFORDABLE rate. I am one of few that has a driveway and therefore I have private parking but for those that dont (most people in Wellington) this will be an unnecessary blow.</p>
<p>No 134 - Vanessa Coultas: There is no reason for such a price hike. Well above inflation. Sounds like money gathering and for what reason? Its outrageous when we have no where else to park and we are a cornered market. And where will the extra revenue go? I wouldn't trust that it would be put to good use - in the public interests - wasted no doubt on Projects that councillors waste time and money on on or for higher Councillor wages.</p>
<p>No 135 - Moira Aberdeen: the increase is out of order and beyond excessive</p>
<p>No 136 - Grace Harcourt: Please stop. The fares are outrageous enough already. It is unfair to increase the prices of resident's parking. It's exclusive enough as it is, and you can barely even find a park that's close enough to your house. Paying to park on the street is ridiculous and a really unfair charge, please don't make it</p>

cost more.
<p>No 137 - Ashton Abou-Antoun: The reasoning given that increasing the price will "better reflect the value of the land and parking benefit gained by the permit holder" is completely flawed. The role of the council is to provide basic services and maintenance to the community it serves, not extract as much money as it can justify from them. No extra service is being provided to the residents so why should they be charged more now? The councils mindset of extortion towards car owners in combination with the deeply flawed public transport system has made Wellington only more inaccessible especially for those who live away from the city center or who earn a lower income. Parking in Wellington is already prohibitively expensive, increasing it further will only make the lives of the people here worse not better and should not be implemented. If these proposed changes go through i will make a note of who voted for them and will make a point of voting against those council members in the upcoming local elections.</p>
<p>No 138 - Samantha O'Hara: All this achieves is driving out lower-income residents from the CBD to the suburbs, stop trying to gentrify Wellington. Parking is already unaffordable. At least lower the cost of public transport and make it more efficient so that people have other ways of getting around!</p>
<p>No 141 - Katherine Mitchell: If you live in a road you should be able to park in that road. I understand there being a fee for some CBD zones but for residential zones such as Thorndon you are just gaining venue off of families already paying high costs to live in a city.</p>
<p>No 144 - Milo Meldrum: THIS LAND DOESNT BELONG TO ANYONE OTHER THAN PAPATUANUKU YOU ALREADY TAKE SO MUCH FOR TAXES. TAKE MONEY OUT OF THE DEFENCE SPENDING BUDGET AND HELP YOUR CITIZENS INSTEAD OF TAXING THEM MORE.</p>
<p>No 145 - Anna Gilmour: it is quite expensive already</p>
<p>No 146 - Anneke Wilson: Parking is already hard enough to come by in these areas. a lot of times there are far more residents permits/coupon exemptions issued for the area. There is no need to increase the cost when there are already not enough parks as you are making money out of people who cannot even park in the parks in the first place. There has also been a significant drop in the amount of available parks due to the new bust stops for the "bus routes" that were a complete disaster.</p>
<p>No 147 - Christine Ogden: NO its not Fair.</p>
<p>No 148 - Hannah Megennis: Ita already so expensive. A lot of the people who have to pay for this are poor people who already have to pay an inflated rent for some crappy house which doesn't come with any parking so you have to pay on top of that residents parking. We already pay enough.</p>
<p>No 149 - Marlon Richards: Please don't raise the costs, thank you.</p>
<p>No 150 - Joanna Newman: This is a big jump in price for Coupon Exemption. I accept that it is reasonable to pay something but those of us who have these permits have no option but to park on the street. I might even consider an increase acceptable if the Council stepped up its monitoring of parking in Coupon Exempt/Residents Parking areas to ensure that people without these rights were not abusing them. In recent years, the Council has done very little policing of vehicles parked without such permits. Long-term parkers without permits in my area have included camper vans and trucks, not to mention cars. If Council was prepared to increase monitoring and fining of vehicles not displaying permits, I might consider the cost increase acceptable - but not until then.</p>
No

<p>151 - Courtenay Parkes: This is an additional tax that impacts on the poor, the people the Council allegedly wish to support. I will withdraw my support for this council</p>
<p>No 153 - Cristopher Tika: Resident shouldn't be penalised for your ambition, Mr Mayor.</p>
<p>No 156 - Ariana Abbott: As someone who has to pay residents to park near my house, and then ALSO coupon to park near work this is just ridiculous. we Already have a HUGE issue with rent prices in central city, and this is just kicking people down further by dishing them out another unreasonable fee to park at their own house. Terrible idea</p>
<p>No 157 - Christine Anderson: As a general comment, can you please reconsider how you advertise these changes? I don't get a newspaper so wasn't aware of these proposals until a friend posted them on Facebook, and this change is quite a lot of money.</p> <p>in respect of this proposal, I don't agree. I am a renter, we have a garage but it's too small to fit a car in. I use my car so I can go to the gym, go supermarket shopping and be able to buy lots of food for my household and visit friends. It is incredibly hard to find a park on Owen Street or the surrounding streets due to hospital workers and visitors. So I have to pay for a residents park. I think it's interesting you say those in a residents park can take up that park all day, well of course it does. I don't have anywhere else to park my car as I have no garage. I can't afford to drive my car to work and pay for parking in the city every day, and I want to make use of public transportation. If I don't park it there where else could I.</p> <p>Obviously I'm concerned about myself and having to pay more to have a car, which improves my quality of life by allowing me to do things I couldn't do without it (ie getting out of the city, being able to buy groceries easily, socialise without getting wet). I don't think that a fee increase is warranted given how little the residents parks are enforced by wardens.</p> <p>in respect of others, I am concerned that those who aren't able bodied, those that carers, or those who already struggle with money, especially in Newtown, would really find it hard to pay \$200 a year, for having a car which enables them to do so much.</p> <p>My suggestions are:</p> <ul style="list-style-type: none"> - no incease, or a smaller increase (\$20-\$30) - a means test or a way for those with community services card to receive a discounted rate - consultation with the hospital - tthey need to have more parks for staff to present them for parking in front of our houses.
<p>No 159 - Gabrielle Watson: Already too hard to actually find a park.</p>
<p>No 163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on tasman street for at least the mount cook residents to park so we arent all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p>Yes 166 - Zach Yearbury: As above, residents permits should be further provided to those living in multi unit buildings without garaging services. Parking in the wider Thorndon area is poorly managed and would greatly benefit from further road markings/parking makings which allow people to park appropriately and not take up multiple parks. This on flow from one person parking to far out of a vehicles required space can ultimately lead</p>

<p>to ares which may for example be able to fit 10 vehicle to only fit 6-7,</p>
<p>No 167 - Rachel McConnell: Wellington is already becoming a city that is only affordable for the wealthy. this confirms this. we pay an extravagant amount in rent for our 4 bedroom house; the council only allots us one parking space. it's little things like this that make Wellington miserable for those on the margins and renters. the street parking isn't even safe, cars regularly get broken into or damaged and to pay more when your car premiums are already high because of that risk is too much.</p>
<p>No 169 - Elliot Smith: Wellington has better public transport than most cities, but it is not as good as it was and this debacle with the buses could easily have been avoided. There are also less parking places than before. Some ratepayers simply depend on cars - particularly the disabled. This plan treats motorists as "cash cows", and if this is done on the pretext of environmental welfare, you are unfairly assuming that all motorists want to destroy the environment. This is certainly not the case! Both local and central governments need to find solutions to Wellington's transport woes in a way which encourages public transport use by MAKING IT BETTER AND MORE ACCESSIBLE, and acknowledging that for some people there is simply no alternative. How about investing in more electric car charging stations and car clubs, such as "ZipCar" in London?</p>
<p>No 171 - Matthew Dean: My observation is that in parts of the city fringe residents parking spaces are not efficiently used or shared. There may not be enough disincentive for owners of cars with these permits to find more efficient utilisation.</p> <p>Creating a closer to market cost for resident parking may be a solution to this inefficiency.</p> <p>You proposal discounts the cost of residents parking by 95% (\$2400/year for coupon parking cost and \$120/year for Coupon exemption fee, \$3900/year private uncovered market rate* and \$195/year for a residents permit fee).</p> <p>Up to \$7410 per household per year is a massive discount. What amounts to subsidies of this value should, for the sake of transparency, be supported by improved Council information to ratepayers on how the discount is derived.</p> <p>It is too easy to apply for, and be granted, the creation of a new resident only parking space. The changes give residents a privileged right of ownership of public space in front of their residence(s) at substantially below market rates.</p> <p>I partially support the Council proposal of increasing the costs of parking, especially for residents of inner city suburbs. However;</p> <ol style="list-style-type: none"> 1. The 95% residents' discount should be reconsidered, and more information given, for the sake of fairness to other ratepayers 2. Based on the 95% discount, the fee of a resident's permit should be over \$195 to make it commensurate with market value an uncovered car park outside the residence. 3. Based on the ease of applying for and being granted new resident parking spaces, an assessment of the value of additional restrictions may stem the subsidies available to city fringe residents. <p>*The current median asking price of private uncovered car parks, listed on Trademe (21 April 2019), in these zones is \$325 per month (your proposal is \$195 per year). A market price of \$325/month does not reflect the additional premium, or utility of having a resident space outside one's residence. Recent standalone car park sales in the zones covered by residents car parking have been over \$100,000. The market premium placed on city fringe properties with private car parking can be over \$100,000. The cost of raising and maintaining this amount of capital significantly exceeds the proposed residents permit fee.</p> <p>No 174 - Calib Pomana-Wesley: its already expensive enough without an Increase</p>

<p>No 175 - Jasper Healey: cost of food and rent rising we can barely afford anything what with the blq tent corruption around the shelly bay development and now this! no way am i voting for anyone currently in city council next bi election</p>
<p>No 176 - Kirita Escott: North Terrace/Upland Road in Kelburn is a particularly horrible place for residents to find parking. Often we have to park closer to the Kelburn shops and walk home from there. Seeing as more parking spots aren't going to be provided, I cannot see any reason whatsoever for the residents parking fees to increase. Especially when I can't even park on my own street most of the time.</p>
<p>No 178 - Cam McNae: Increasing resident's parking prices will have no effect on the demand for parking. If you increase coupon prices this will have a larger impact on reducing demand and then those who are Mt. Vic residents will actually be able to find parking amongst all the coupon parkers.</p>
<p>No 180 - Richard Feltoe: Increasing residents parking cost from it's current cost is an appalling move by the council. Not only is not backed by evidence such as keeping increases in line with inflation but rather an arbitrary price jump to increase tax revenue for the council. The most despicable part of this is that it will by and large effect poorer residents and effectively further price them out of living close to the cbd. It is rent seeking and an abhorrent practice that people would expect better of especially from a our council which is suppose to have it's residents best interests at heart. Cars aren't evil in Wellington they are a necessity.</p>
<p>No 182 - Rachel O Connor: Increasing fees when you are not garunteed a parking space is ridiculous. Having a car is not a privilege it's a necessity when working late hours.</p>
<p>No 185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.</p>
<p>No 188 - Alia Shami: I am strongly opposed to this suggestion. As a renter, this will likely cause me to spend a lot of my extra money, this is so unfair and parking as is, is totally fine. Please find another way to generate funds for yourself, don't increase residents permits. No one apart from residents parks in my area anyway, so what's the point of this increased resident parking? There is no point. It is just incredibly unfair on residents and makes us pay more from our pockets on parking that isn't even safe.</p>
<p>No 190 - Guest Osborne: come on they pay enough to live there don't make it harder</p>
<p>No 191 - Fiona Curtis: Until public transport is improved, owning a car is a necessity for many residents and the fee shouldn't be increased.</p>
<p>No 196 - Guest O'Neill: More than a 50% increase on any service, let alone one that is not optional for many people, is absurd. If you wish to increase residents parking by such an amount, it should be restricted to 10-15% annual increases until the desired cost is reached. I sincerely hope that this absurd and sudden raise in cost for resident parking is abandoned.</p>
<p>No 197 - Rose Peters: I am a student that struggles with other financial responsibilities and to have to pay more to park outside my own house is inconvenient and annoying.</p>
<p>No 199 - Guest Randall: off street parking can be hard to find and in residential areas families with more cars for a larger family should not be penalised if they pay for on street parking. the increased amount is a ridiculous</p>

jump which will get the council a lot of backlash causing other problems. there should be creative solutions not extreme penalisation for any issue the council is attempting to fix.
<p>No 200 - Flynn Everingham: it's ridiculous, parking meters are already too much and as a student I struggle to see how I'm going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased</p>
<p>Yes 201 - Jeff Soukotta: Amount seems reasonable.</p>
<p>No 203 - Guest Last: I believe residents permits should be revoked in CBD. Residents choosing to live in CBD should pay coupon prices daily just like other rate payers visiting the city.</p> <p>Suburbs in less prime areas like Kilbirnie / Miramar / Newtown should be limited by time (ie 120 or 240mins) and not require residents coupons. Residents wanting to have a park should pay encroachment fee not residents parking.</p>
<p>No 204 - Mr. Stephen Hebbend-Bach: As most areas that use these have no choice, an increase of this level is unfair and not justified.</p>
<p>No 205 - Ashleigh Parrott: This creates a significant barrier to lower income families who are then unable to afford to maintain a car - this restricts work and access to healthcare with further effects on health as a consequence.</p>
<p>No 206 - Dylan Kelly: makes it harder for low income earners and students to afford these permits</p>
<p>No 207 - Julia Stevens: The cost of renting our townhouse is already high, and we have already cut back from two to one cars for reasons including affordability. With a number of residential houses in the city not having a front yard or garage, owners and tenants are required to park their car on the road. Street parking should be made as accessible as possible for residents, including keeping the cost to a bare minimum and providing parking as close to their home as possible. I do not support increased costs for parking cars outside our homes.</p>
<p>No 208 - Kathrin Strati: Absolutely not! I pay a fee for a permit to park on the street where I live although a park is not guaranteed - according to Council. Why should I be further penalised just because I own a car and live in the central city? You don't know my individual circumstances and why I need a car? Why should I now pay \$195 for a permit when I'm not guaranteed a park in my street. Why should I pay \$195 for a permit when people from other suburbs park up, don't buy a coupon and then walk to work in the CBD? Why should I pay \$195 for a permit when folks come in on the weekend for an event, park up, don't pay for a coupon and then I can't park when I get home?</p>
<p>No 213 - Karen Hebbend-Bach: As the Wellington City Council is removing many car parks from the central city and surrounding suburbs it is becoming increasingly difficult to find a car park anywhere near your residence. I therefore think it is grossly unfair to increase these charges / fees when the council is getting rid of or withdrawing / reducing services to the Wellington communities affected by this. Also residents in some of these areas have no choice but to park in designated Resident Only parking zones as there is no alternative for off street parking.</p>
<p>Yes 215 - OLIVER SANGSTER: Overall comment - agree that car parking should be more user-pays, and costs of occupying public space for private benefit should be more reflective of the actual/potential land value / opportunity cost to the community that is "lost" by having a car parked there.</p>

<p>Charging for car parking also provides a good incentive for people to use public transport more.</p> <p>So I agree with all of the proposed increases in parking fees.</p> <p>As a Mount Victoria resident, I have no problem with the increase in resident and coupon parking exemption fees. The current fees are too low. Local Mt Vic/Mt Cook/Te Aro etc residents are <u>not entitled</u> to a park their car on a publicly owned street, even if they don't have an off-street carpark. It is by the councils' good grace that resident parking system exists <u>at all</u>. Any opposition on the basis of that sense of self-entitlement should be ignored by the council.</p> <p>To address the "tax on the poor" critique, perhaps the council meet that halfway by retaining the lower fee, or having a discount, for CSC (community service card) holders, whose car is registered under that name. Uni students should not be exempt.</p>
<p>Yes</p> <p>216 - Kari Scrimshaw: After living in many large city centres before coming to Wellington I do not assume that street parking is a right of residents rather a privilege and the current cost of residence permits is low. I would like to see some accomodation for those who are eligible for disabled permits in order to support better access for those that may require it.</p>
<p>No</p> <p>218 - Francis Hyland: As a resident I have no choice but to park on the street. I don't drive it during the day, instead use a cycle or public transport.</p> <p>Also, its not a fair system, why should somebody who has off street parking whose driveway takes up the equivalent of a car park not pay for that car space? For example 36 Roxburgh St, Mt Vic has 5 off street car parks and the equivalent of 4 kerbside car parks to service them.</p> <p>I also think that the current fee is more than the actual administration cost, its being used as a revenue generator. Its cheaper to get a 10 year passport.</p> <p>Whats the actual purpose of the fee anyway, to discourage driving in the city, typically for a residents car that does not go anywhere?</p> <p>The residents current permit cost is unjust as it is, to increase it is an insult.</p> <p>What do Councillors pay for their council car parks? Are they being reviewed as well?</p>
<p>No</p> <p>219 - Tel Pet: There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.</p>
<p>No</p> <p>220 - Joseph Winkels: I do not agree with this increase</p>

<p>No 222 - Eleanor Jolly: I am unsure how much Residents carparking costs to run but suspect it is low.</p> <p>For us in Newtown there are existing and upcoming pressures on the existing parking. These include The Hospitals (there are three), Wilson St cycleway, proposed eVehicle charge parks, and the new 56 new apartments under construction which have no carparks.</p> <p>Newtown also has a high percentage of houses without off-street carparks.</p> <p>During some events we have had non-residents park in the residents spaces causing some annoyance. An added annoyance is that the council is unable to tow these illegally parked vehicles. Not directly related to the costs but it is related to the value.</p>
<p>No 227 - Emily Leopold: completely unfair to penalise people because they have to park on the street.</p>
<p>Yes 228 - David Mitchell: An increase is necessary, although I would suggest this approach is too limited in scope. I would suggest a higher fee, expansion of the existing areas, a greater proportion of resident to coupon parking, as well as new areas identified in suburbs that do not have any control on their parking. To align with a compact city, as well as being Zero Carbon city, we need to drive less which means having fewer cars. Greater control on parking is an acceptable way to achieve this outcome.</p>
<p>Yes 229 - Neale Jones: Given the challenge of climate change, we need to encourage low-emission modes of transport rather than providing public subsidies for private vehicles.</p> <p>The proposed fee, which works out at \$3.75 per day to rent a piece of public land, is extraordinarily reasonable and in my view the Council should be increasing the cost significantly further.</p>
<p>No 231 - Ross Wakefield:</p> <p>The proposed cost increase of Resident and Coupon Exemption Parking Permits is excessive. I would support a more modest cost increase e.g. a 25% increase.</p>
<p>Yes 233 - Michael Lowe: Yes, however, more needs to be done to support those with disabilities whom have no or little choice as to how they travel. Please consider exempting residents whom have mobility parking permits from having to pay residents parking. Most people can choose to drive however it's important our policies support those who don't have choices.</p>
<p>Yes 234 - Neale Dickson: Still the cheapest bit of land in the city</p>
<p>No 235 - Vanessa Harrold: I am totally against this. I am a permit holder myself. It is not the residents you should be punishing with an increase in parking costs, it is the visitors to the area that should be paying the brunt of this rise, not the rate payer. Wellington has traditionally built houses without garaging, meaning that residents have no option but to park on the street. Originally parking permits were designed to allow residents to park near their house. This is no longer the case, and resident parking is harder and harder to find. If you can guarantee a place for my car, I would be happy to pay the increase. Wellington City Council has just approved a new building apartment block housing 50 apartments that does not have its own parking - this is ridiculous. If new building consents do not need to require parking for its residents then WCC is increasing the problem with car volumes on our streets - and thus revenue gathering in the process. You need to stop bleeding your rate payers dry with all these extra added expenses. By all means charge the visitors, who would be happy to pay, but you are disadvantaging your local people with higher rates increase and now proposed</p>

higher parking permits. It is hard enough to make ends meet for many Wellington citizens - and now you are now proposing to make it so much harder! Wellington is turning in to an un-affordable city, and we need to stop this.

No

236 - R Fisher: No - most people own at least one vehicle and it is hard enough having visitors to my area (Mt Cook) to find a park and then council build more flats / kiwi build housing and takes away car parks from existing residents. it is shameful. also hard for people to afford car park permits if students or low wages. cost of living is already skjy high currently and now the WCC want to charge more \$?! spend less on 'art' installations and more on servicing the Wgtn public better with the crazy amount of rates we pay

No

237 - Adrian Woodliffe: this is a significant leap in the proposed fee. we straddle student and inner-city dwellings in our street. the majority of people that would use the residents parking are younger people as we see it and this proposed fee hike would only make life tougher for that demographic. for us it is about the principle of the increase - it is a significant increase as mentioned and we are opposed to it. if we could use public transport to get to our respective jobs we would but we wouldn't be alone in having to use our car and park it outside our residence. going by the number of residents parking zones in the city this proposed increase is not likely to swell the coffers to any great extent and will only serve to act as a flame to a PR debacle for the Council. please reconsider this action

Yes

238 - Patrick Morgan: On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.

No

241 - J Boyle: As it currently is, I have constant problems with trying to find a park anywhere near where I live and frequently have to park in Willis St, pay for parking and move my car every 2 hours. This is mainly due to the fact that the current resident parking spaces in Watson St and Buller St are only available to residents Mon-Fri 8am - 6pm, anything after that it's a free-for-all. The amount of time I spend having to drive around looking for a park is quite frankly, bloody ridiculous ... all because non-residents are looking for free evening and weekend parking with absolutely no time limit restrictions. I have to go through this drama almost every weekend and usually Thursday and Friday evenings, it really is beyond a joke.

So no, I certainly don't agree with having to pay even more for a resident permit while the current restrictions remain in place. If the current resident parking in these streets were to change to 'resident parking at all times' then yes I would be more agreeable to this fee increase. At the moment I don't see why I should pay even more for a resident permit when a non-resident can park there anytime Mon-Fri from 6pm - 8am and all day during the weekends completely free.

No

242 - Scott Sargentina: This proposal is so bereft of merit and so lacking in science or research (or common sense) that I request the ability to make a submission in person.

No

242 - Scott Sargentina: I oppose this increase for the following reasons.

1. As a holder of a parking permit I'm disappointed I only found out through the media what the WCC had planned. If the WCC had my contact details through my parking application form, couldn't they have emailed or mailed me about the proposed price hike?
2. :I understand parking increases can only go up by the amount to pay for the cost of parking enforcement. How can this significant increase be justified?
3. If there are only 2,000 residential parking spaces in the city, why has the WCC sold 4,000 permits?
4. The WCC claim the price increase "reflects the value of the land and the parking benefit gained by the permit holder." What does this mean? Are you tagging the cost of a parking space to the rates paid on a residential property? If the land (road) isn't used for parking, what would it be used for?

5. If the WCC are serious about ridding cars from the city, why are inner city suburbs the only ones to get hit for parking? Why don't all residents in the Wellington area have to pay to park on the street? Don't they drive through town as well?

6. A 50 or 70% increase in parking is extortionate. The WCC can hide behind what this equates to in terms of a daily cost or a comparison between the daily cost and metered parking, but it is still an horrific amount to charge for a reasonably small return to the Council coffers. While I wouldn't like to see a rates increase, at least this way all Wellington residents are forced to share the cost rather than simply penalising those ratepayers who happen to live in a suburb developed when garages or drive on access wasn't thought necessary.

I sincerely hope this Proposed Traffic Resolution is defeated. I certainly don't believe the councillors in my Ward are representing their constituents appropriately by endorsing this increase.

How do you justify. There appears to be conflicting opinions on why there is a need to increase the price.

No

243 - Anita Maitland: This is very unfair to the residents, as we already have to pay enough in rent as it is. This council is all about spending and taking away from us, they have no idea about budgeting at all. The cost of living has gone up ten fold, but they don't care. They need to remember that not everyone has a garage either, so leave our residential parking alone.

No

244 - Ainsley Harris: residents permits are expensive enough. Stop increasing.

No

245 - Natasha Wall: there is a significant shortage of residents parking around the city. increasing the already abitrarily inflated prices is unnessesary and uncalled for.

No

247 - Stephen Carey: overpriced already

No

248 - Rutger Kuyper: Since the introduction of paid weekend parking in the CBD, parking in the Watson Street/Buller Street area has become impossible due to the residential car parks there not being in effect during weekends. The council is now proposing a second increase within less than a year for a service that has become much worse (and very hard to use since the introduction of paid weekend parking). So, compared to a year ago, we will now be paying almost double for a service that has lost about 75% of its value due to the introduction of paid weekend parking (of which the flow-on effect to surrounding areas has not been properly evaluated). I can only support this price increase if the council actually adds some value back to residential parking, by making it apply 24/7.

No

249 - Amanda Chadwick: While I accept an increase in coupon / resident parking of some sort is inevitable to keep in line with increased values elsewhere, what basis is a 68% increase in Coupon parking made on?!!! \$71.50 to \$120 is ridiculous for a one year coupon increase. I understand land has increased in value, but the proposed street parking increase is stupidly out of line to any benchmark let alone the said comparison to land value's mentioned in the first paragraph. My house hasn't gone up 68% so why should the 2m strip of road outside my house cost 68% more to park on overnight??

It would be more palatable if the increase was linked to something like inflation or average wellington house price index etc - a benchmark that is real and factual rather than pulling numbers out of thin air. Also remember coupon parking is generally only used for certain hours of the day ... so what ever metric is used to benchmark the increase should reflect the average usage of the park accordingly. ie average person parks in Thorndon for say 12/24 hours so should be adjusted to reflect 50% of the land use actually benefit from.

Yes

250 - . Hart: I support the proposal and would also support raising the costs of resident permits even higher. Residents that rely on these permits should be penalised for expropriating public land to store their vehicles.

<p>No 251 - Kirstin Semmens: As a Mt Cook resident we already have limited parking and are about to have even less when the reservoir build commences. Increasing the charge for resident's parking when they may not be able to get a park, and it's the result of public works that will disrupt our lives significantly over an extended period, is poorly thought out. In addition, a number of the houses we live in do not have offstreet parking available, so we are penalised for not being able to afford to live in generally more expensive housing that includes a garage/offstreet parking.</p> <p>While agreeing that encouraging people not to have cars in the inner city is admirable, generally currently it is necessary to use a variety of transport options to get around the city efficiently.</p> <p>A smaller increase over time may be more palatable while cycle infrastructure is improved.</p>
<p>No 252 - Susan Walsh: It is a little difficult to comment on this however I question if residents are actually able to find sufficient parks. If not I don't imagine this would be well received.</p>
<p>No 254 - Guest Cook: this one makes me the most angry! Rent is already ridiculous and then I've got to pay for parking on top because the bus system has absolutely shat itself!!! As a resident I should be entitled to a park that doesn't take advantage of me.</p>
<p>Yes 255 - Stuart Macandrew: The increased rates are still orders of magnitude below market rates. This is causing abuse and arbitrage. You are granting property rights to residents that do not exist. Rates should be ratcheted up to a more realistic rate. Say \$5/day.</p>
<p>Yes 260 - Owen Watson: Approve but need some way of controlling residents turning front rooms & gardens into parking pads/garages, thereby decreasing general parking even more.</p>
<p>No 262 - Monica Harris: Again these will become unaffordable and inaccessible for the people whom need them.</p>
<p>No 267 - Ralph Titmuss: living in oriental bay, I cycle to work each day and maintain ownership of a car for sporting and family commitments. Whilst I agree that parking fees should increase along with costs of maintenance etc, a 70% jump is outrageous and betrays it as simply another way for the council to raise rates by stealth. I would find it difficult to believe that costs to the council have increased 70% in the last year, if so I would question the financial and development responsibility of the council.</p> <p>This raise is far too much all at once, and unless there is substantiation as to why this increase will offset actual costs, this raise is clearly nothing other than an attempt to socially engineer the attitudes of inner city residents. This raise is nothing but a tax and rates raise on inner city residents by stealth, and something that I would strongly oppose and vote against in any upcoming electoral campaigns.</p>
<p>No 268 - Magenta Mudgway: It's already hard enough for many who are having to pay money just to be able to park at their own place of residence especially when those parks aren't even guaranteed and permits only count during the weekday. Anyone can park in resident parks as soon as 6pm rolls around and the weekends is a free-for-all. We shouldn't be charged even more just because the houses we live in don't have driveways or garages due to the cramped in nature of housing in Wellington. Especially when many of those in the affected areas are already paying huge amounts for rent and many are students/low income earners who won't be able to afford the increase either outright or without making sacrifices to other necessities (i.e food budgets)</p>
<p>Yes 269 - Archibald MacLean: Similar comments as outlined in TR91-19 above. Happy with the proposed increases in fees, but over-arching requirement that Parking services increase the monitoring and policing of</p>

the parking areas more on the fringes and less on the CBD.
<p>No</p> <p>272 - Stephanie Matich: Our house was built in 1890. It is obviously part of an 1890's housing development when viewed along side other houses on /Salisbury Avenue. (we are on the corner of the Terrace and the Avenue) The same applies to Mt Victoria and Thorndon.</p> <p>They didn't have cars just horses then , so no garages were built. The council now say we are part of a heritage area and hence can't change the facades of our houses so we cannot build garages!!! You allowed these houses to be built as also some converted to flats yet did not make provision for parking. Now you want to increase the cost of residents parking .</p> <p>I think this is unfair and merely revenue gathering .If you insist then you shd also allow us to pull the houses down and rebuild however we wish along with off street parking. Presently you do not allow us to do that.</p> <p>I respectfully request that no increase in residents parking costs occur. Stephanie Matich MBChB FRNZCGP</p> <p>ps I am disabled and unable to walk long distances, and am increasingly concerned re the move to make parking more difficult and expensive for everyone. I thought the council had an obligation to be mindful of disabled people....so I also disagree with the general attempt to increase the cost of parking in the city</p>
<p>No</p> <p>273 - Guest Hutchinson: "The Council proposes to increase the cost of resident and coupon exemption parking permits to better reflect the value of the land and parking benefit gained by the permit holder."</p> <ul style="list-style-type: none"> - already pay high rates due to the value of the land so feels like a double tax; - is a huge increase; - big problem is that Council is giving out temporary (one month or so) permits which is usually to a tourist converted van vehicle; - where else would we park?
<p>Yes</p> <p>275 - Eleanor Laban: Only if it's better monitored. We have tons of cars in our street who take all the spots and don't have the right permit. It's frustrating for the people who do pay and can't get a spot.</p> <p>But I also need to emphasize that the biggest car-related problem on our street is speeding rat racers. Please can you allocate revenue from this increase into helping our street with increased planted edges, or speed humps, to prevent the rat racing. Ideally some planted berms to increase greenery at the same time. This is a terrible issue with some really pushy, speeding and aggressive drivers at both ends of the day - it's been flagged with the council previously and we need to know what's being done. This is Wright St.</p>
<p>No</p> <p>276 - Michelle Arendse: I strongly disagree with the increase in Residential Permits as I am already struggling as a single parent to pay bills and survive. Furthermore I struggle to find parking every evening when I return from work due to so many vehicles in our narrow street. Weekends and weekdays are worse as the public uses our street to park and walk into the CBD. I've returned home during the day and have to park in another street after driving around endlessly looking for parking. I understand each household is allowed 2 permits however Elizabeth Street Mount Victoria is a one way street with apartment buildings creating insufficient parking for everyone. The little brick islands are also impractical as that's a potential parking area and it causes more damage to our vehicles trying to park without knocking another car.</p> <p>My suggestion would be to remove the islands and only allow one car per household so that we can at least park in the immediate area of our house, perhaps even mark the parking bays in the road to avoid getting annoyed with non-residents using our precious parking space. Phoning to complain when a non-resident has parked is a waste of time as they just take the fine and return again, also the parking wardens don't patrol far</p>

<p>up the streets that often. Maybe towing their cars would help.</p> <p>If changes were made and I could be guaranteed a parking in front or close enough to my house I would then understand, and only then agree with any fee increase, for now however when I return home I have to worry and stress as to where I am going to park. It doesn't also help for insurance purposes as one has to give them an address where the vehicle will 'live' yet one cannot park there! Stressful leaving your car in another street!</p>
<p>No 280 - Gregory Kent: I think \$15 a month or \$180 a year would be okay.</p>
<p>Yes 281 - Brian Pike: Still a bargain at the increased price</p>
<p>No 282 - Bridget Kelly: I can barely afford to live in my are and owning a car pushes me to my limit</p>
<p>Yes 283 - Grant Buchan: I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.</p> <p>However the increase included in this measure seems excessive, many lower income car users will be faced with paying this immediately and will not have time to adapt. I'd support this measure if the increase was staged over several years along with investments in cycling and walking infrastructure and public transport.</p>
<p>No 286 - S Wren: Neither agree nor disagree</p>
<p>No 287 - Ida Korner: I DO NOT AGREE with this at all. This is taxing the poor. As a student I rely on my car to transport me and my flatmates to our course. We can not afford a rental property with a garage. We car pool to reduce the amount of cars on the road how it is. We can not afford this increase as we already require our full student loan to cover rent and food. This is unfair as it should be our right to park outside our property</p>
<p>No 288 - Georgia Cervin: Currently there is an inadequate number of residential parking spaces in Newtown: many residents pay for their permits but are unable to access resident-only parks because they are too few. This is a particular issue in Green Street, Newtown. This street is a dead-end, with no turning circle. Approximately one third of the street is devoted to short term 60 minute parking, there are approximately 5 residential parks (for the 20 houses on the street, only two of which have drive on parking), and the remainder is unpatrolled. Residents are unable to find parks on their street, even though they have paid for a permit, meaning the current model is not cost-friendly, let alone if you increase the cost. In this state, residents are unable to use their cars on week days, because as soon as they vacate their park, they lose it for the day as non-residents come to park there. Further, this is causing major traffic problems on Green St, as a number of non-residents search for parks on such a small street, and cause backlogs of cars as there is nowhere to turn on the street when they inevitably realise there are no parks. So my submission is that residents permits - both the cost, and number awarded- cannot be increased until the council has addressed specific accessibility problems of residents parking. In the case of Green st, it needs to be made residential parking only (except perhaps, the short term parks), or a residential-traffic only street.</p>
<p>Yes 289 - Ralph Hall: This is the most controversial of the changes, so will make the point here (but it applies to the others as well). I support moving away from huge subsidies for public car parks and so support the changes proposed. Historically most of the transport policy of central and local government has been focused on promoting/accommodating use of private vehicles. I do think though that good, alternative public transport, walking and cycling options need to be available for people so they have genuine alternatives open to them and are not just hit with higher prices. I look forward (hopefully) to seeing the main and almost sole focus of Let's Get Welly Moving being greater infrastructure for public transport, walking and cycling. I do hope as well that WCC has at the top of their mind the huge opportunity cost of having so much on-street parking. There</p>

<p>should be less space taken up by stationary cars and more given to creating a living, healthy, environmentally-friendly city through pedestrian/cycling spaces.</p>
<p>Yes 291 - Simon Ross: All proposals to increase the cost of parking make sense as pricing this below the true cost an unfair subsidy to people who drive from people who do not - and a say this as someone who drives and parks in the central city regularly. Also the opportunity-cost of providing on street parking is high especially with Wellington's narrow streets. WCC's woefully slow and inadequate roll of bike lanes and bus priority is a big problem for better mobility in the city. So if you're going to provide parking make sure it pays its way.</p> <p>Further - residents parking permits are woefully underpriced and will remain so if this proposal is implemented. People living centrally are in a very good position to use active modes, take public transport or use car share schemes. If parks ring-fenced for residents are to be provided these should be charged at the cost of providing them or at the level justified by demand - whichever is greater.</p> <p>So I favour increasing the cost of residential parking permits more than is proposed. If demand does not exist for these permits at that cost then repurposing that street space to more beneficial community uses will be easier and will make the city better to live in and visit.</p>
<p>No, Yes 292 - Catherine Iorns: Prices need to go up and the income used to help build better systems so we don't need cars. Eg better bike lanes. More walking. Etc. \$195 pa for Carparking permit is still cheap...</p>
<p>No 292 - Catherine Iorns: The major increase is not ok. For low income families who have not a lot of money, this comes as a massive hit to the budget as we don't all have off street parking. I ask you to hear me and not increase residents parking cost.</p>
<p>No 294 - Emma Powell: why should residents have to pay extra to have a space close to their home</p>
<p>No 295 - Jennifer Song: not fair for people who don't have a garage</p>
<p>Yes 297 - Zoe Mack: Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p>Yes 298 - Patrick Wilkes: Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p>Yes 300 - John Ascroft: The cost of providing on street parking is not reflected in these charges, they should be higher if anything</p>
<p>No 304 - Alistair Stewart: The relationship between income, amenity value and land value and Resident parking is not as clear as the proposal states.</p> <p>I have never seen a real estate advertisement list Resident parking as a selling feature. The wealthy are more likely to have off-street parking provided. It is lower income people who have to park on the street, and there are plenty of lower-income people living as tenants even in allegedly wealthy suburbs.</p> <p>CBD parking users and suburban residents are entirely different, and there is no market or cost relationship between the two; therefore a false equivalence is being given as justification for price increases in the</p>

proposal.
<p>Yes</p> <p>305 - Ben Sandle: Most places in residential parking areas are close to city so cycling, walking or public transport infrastructure should be prioritised over storage of private cars on public roads. Roads should be for moving people not storing cars.</p> <p>Many people in these areas could easily walk to town or bike. If there was better cycling from these areas it could help reduce amount of cars drive short distances.</p>
<p>No</p> <p>308 - Marilyn Powell: An increase is ok, but do bear in mind that to maintain our heritage areas on street residents' parking is absolutely essential.</p> <p>So I would not like to see fewer residents' parks available.</p>
<p>Yes</p> <p>309 - Ben Zwartz: Roads are for travelling on, not for parking on. Public good must come before private rights.</p>
<p>No</p> <p>313 - Christian Hoerning: The proposed increase in residents parking permit fees is unreasonably steep and will hurt residents financially. In addition, in our street non-permit holders oftentimes park on residents only parking spaces indicating that parking rules are insufficiently enforced. I suggest that the council seek to gather the desired additional revenue through increased enforcement of existing parking rules rather than hiking fees for residents car parks which then during peak hours are oftentimes already taken by non-permit holders.</p> <p>In our street residents are constantly competing for car parks with hospital workers who are seeking a free park rather than having to pay for parking on the hospital grounds. This situation has gotten worse in recent years so we residents have no choice but to have a resident parking permit.</p> <p>I also detest some of the inflammatory comments made by certain city councillors in the media that residents should simply consider not owning a car. Given Wellington's recent dramas with bus services and the almost complete lack of cycleways, not owning a car is simply not practicable for many households at this stage.</p> <p>Our family uses active and public transport as much as we can but we still rely on owning a car for those trips where these are simply not an option. I strongly encourage the council to finally build better cycling and public transport infrastructure so that these modes become more attractive and not owning a car becomes a realistic option for more households.</p>
<p>No</p> <p>315 - Athena Papadopoulos: The proposed huge increase in the annual residents fee is unfair and unwarranted. As with the huge monies gathered from the small number of speed cameras around the country this does seem to be a money grab and another burden on the ratepayer. The residents permit does not guarantee me a park. I accept that but it is increasingly frustrating that increasing numbers of households have two or three cars and two of these cars can have a residents permit, as is the case in my street. Surely one permit per household is reasonable and fair. My household has one small car. I can rarely park outside my home. I often park a block away. I accept that too but the cost does need to be reasonable and fair with some degree of benefit, that is, a park. The fee has increased steadily over the years I have lived at this address - as have the rates. I am now retired and wonder how long I will be able to afford rising costs such as these. Flatters in the street also have multiple cars - yet they pay no rates as do homeowners who are already thereby paying towards road maintenance and such.</p> <p>The increasing number of large SUV type vehicles take up lots of room as well as blocking visibility for motorists, especially when parked on corners. Why is there not a consumption tax of sorts for them or some kind of safety levy.</p> <p>Many old Wellington homes built as workmans cottages do not have garaging. It is generally the larger homes with substantial sections that have the luxury of garaging and off street parking so do not need permits. We</p>

without garaging have to park on the street and try to be as near to our homes as possible if we have young children and or parents in their 90s that we are responsible for. I always walk into the city but my car is needed for transporting the young and the old and infirm.

No

316 - Sam Jarvis:

I don't agree with the proposed increase to both Residents parking and Coupon parking. I believe renters like myself will be most affected by this increase, and won't tackle the main issue of 'getting people to think twice about using their car'. Rents are at an all time high, places are scarce so people can't exactly pick where they live - this is just going to make things harder. In my case I only use my car when it's necessary, to go out of town for work or holiday, in which we generally carpool when we can. Thinking outside my bubble, I don't think the current public transport system is fit for purpose at the moment. I wouldn't want to rely on the bus service to get me somewhere at a certain time. The trains are another story but some only go to certain places at certain times i.e. if I go rock climbing at Hangdog in Lower Hutt, the train service shuts off at like 6.

One note - I live on a street that is primarily residents parking with about 6 parks designated for coupon parking. Late at night, when people are home, there tends to be maybe half a dozen to a dozen cars on the street in total. Compare that to during the day and post work (there's a gym just round the corner) and the street is packed with not a free park in sight. Also, compare that to a night where there is a game going on at the stadium, all the streets are packed.

The problem I see is people parking where they want when they shouldn't, without repercussions. Increasing the rates is only going to harm those people who are a resident, and especially those who rent who have no other alternatives. Some people still park for free, and we law abiding citizens pay more, go figure.

I'm not saying I know a better way to go about this, but I don't think an increase of that magnitude is warranted (maybe a smaller one?), and I don't think it addresses all the current issues.

No

319 - Hilary Capon:

As a renter who pays the annual fee for a residential parking permit, I do not agree with such a drastic increase to the annual fee for said permit.

If the logic is that people who use the public street to park should pay, it is frustrating that I have to pay to park my car on the road when other people who live in the outer suburbs do not. This is inequitable. One assumes that, in the outer suburbs, the cost of providing parking spaces is funded through rates or other means.

I already pay a premium to live in a central location, so that I am able to walk to most places that I wish to go during the week. I walk to work and the library and the central shops. The car is so that I am able to participate in activities outside of the Wellington CBD, such as going for walks at Colonial Knob or visiting a friend in Waikanae.

My experience with a resident exemption permit has been a frustrating one. Rarely is our street actually reviewed by parking wardens, as I have been frequently unable to park in a resident park as it is in use by a non-resident. Given our location, uphill and on the very border of the central city, we are a haven for non-resident parking. The 180 minute free car parks at the Mt Vic playground are regularly congested for this very reason. An inability to find parks on my street at times, particularly resident parks, has seen me switch to a coupon exemption permit this year as I wasn't often getting the benefit of 'ease of parking' in the resident zone.

I sorely doubt that the increase in price of resident permits will correspond to an increase in parking staff actually enforcing the park. It seems like a cost-neutral revenue gathering exercise for the council. It seems unfair that the prices should be raised so drastically without any trade-offs for the people who pay for the permit.

In my mind, the sheer number of non-Wellington city residents using the Wellington streets day in, day out is unfair because they do not directly contribute to the cost of these roads, when they are commuting at peak times. I myself am walking to work, not contributing to the congestion!

<p>Yes 320 - Benjamin Johnson:</p> <p>Absolutely, the cost of Residents Parking permits are too low. Even at the increased price of \$195 this is a very good price. In fact, it is too low still. These are my reasons:</p> <ul style="list-style-type: none"> • The pricing structure should disincentivise private transport for those living on the inner fringes on Wellington City, resulting in less cars on the road and more space for public transport options • The government shouldn't be subsidising private transport parking in the first place (if so, only a small amount). When we lived in an apartment on Willis Street we didn't have access to Residents Parking and had to pay \$50 p/week (\$2,600) per year for a private carpark. When deciding to live in an apartment we were aware of this cost and factored that into our decision making. Allow the market to supply private leased carpark spaces in City Fringe suburbs. <p>Stick to your guns on this one. If anything, you haven't increased the permit fee enough.</p>
<p>No 322 - Jane Loughnan:</p> <p>Residents Parking needs to be fair and equitable for everyone who lives within the restricted areas. This means everyone who lives in a Residents Parking zone should pay the same - so that includes Miramar and other suburbs who currently do not pay anything/the same fees.</p> <p>All residents in a Residents Parking zone need to pay for a permit - this includes people who have garages/off street parking that use up a parking space - these people have exclusive use of this space and it's in line with the Council opinion "that people who use the parking spaces should contribute more towards the overall cost of providing on-street parking"</p> <p>Residents Parking fees should be on a graduating scale with adding another car double the cost of the prior - so if a resident has 3 cars the first car would pay \$100, second car \$200 and the third car \$400.</p> <p>Residents Parking needs to be monitored 24/7 - not just when a resident calls up to report vehicles incorrectly parked.</p> <p>Miramar residents should pay the same if not more than others in the scheme as they are actively monitored 24/7</p>
<p>No 325 - Ken Allen:</p> <p>The proposed Traffic Resolution states:</p> <p>'new charges will better reflect the value of the land and parking benefit gained by the permit holder.'</p> <p>However in here the reasons given are different:</p> <p>https://wellington.govt.nz/have-your-say/public-inputs/consultations/open/traffic-resolutions---parking-and-fee-changes</p> <p>'The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. The Council is therefore proposing through the draft 2019/20 Annual Plan to increase a range of on-street parking charges to better reflect the overall costs and better manage parking demand across the city.'</p> <p>The two reasons are different because one talks about the value of the land and the parking benefit. The other</p>

<p>talks about the cost of providing that benefit.</p> <p>Which is it? Some or all? If some, which ones? Furthermore, there is no evidence presented as to the value of the land, the value of the parking benefit, or the cost of providing the on street parking.</p> <p>I believe that WCC needs be consistent in why these new charges are proposed, and present the evidence alongside the reasons (for example, the actual costs of providing a permit, how much the land is worth, etc). Without that evidence there is no justification for any increase at all. I do suspect that to make things easier, residents (including me) would accept a gradual increase per annum over 3 to 5 years. At the moment the approach feels penal - penalised for having a car will be an essential item for most people for the foreseeable future.</p>
<p>No 326 - Matt Swank: It makes no sense to penalise people for living in the city.</p>
<p>No 329 - Angela Swank: This is their residential home. They should not have to pay more. That is unfair.</p>
<p>No 331 - Robert & Nanette Kingdom: We would like to register our objection to the proposed increase for the residential parking for Kelburn Parade.</p> <p>Kelburn Parade is a very difficult road to find parking at any time. Its proximity to the University compounds present parking problems.</p> <p>The increase you propose is inflated and unfair.</p> <p>As residents and tenants have no other option for parking other than on the road this is just not acceptable. In July the rates for this area will be rising substantially due to the new valuations.</p> <p>At this moment all resident can easily get a park, but if your increases go ahead people especially tenants will opt for the residential coupon park which can be bought cheaper. The coupon parks available at this moment are very minimal. You will end up with empty residents parks and nowhere for anybody else to park.</p> <p>It is hard enough to find tenants for properties that require the additional cost for parking permits, an increase of the amounts you propose will make it even more undesirable. The terrain of Kelburn Parade also makes it impossible to park outside your house as the properties are on steep hills and with the winding road your car can be 300 metres away and out of sight. There are enough problems with parking without the price going up even more. I see this increase as a penalty to the residents and tenants who need to live close to the city. We hope you will reconsider your fee increase to a more realistic figure.</p>
<p>No 332 - Danielle Jukes: People shouldn't have to pay more for their car to exist near their homes.</p>
<p>No 333 - Cheryl and Bart van Stratum: We are residents of 11 Boundary Rd, Kelburn. We appreciate the WCC operating the Resident and Coupon Exemption parking in the Wellington central suburbs. If our memory serves us well the WCCs charging regime for the coupon exemption and resident parking when it was first introduced, after public consultation, was based on the cost of running the scheme. It would seem appropriate and not unreasonable for that cost recovery principle to be retained. (eg CPI be used to calculate an increase from the date of the last increase). The reference to reflecting the value of land and value to the resident is irrelevant and unfair.</p> <p>As a rate payer in the inner city area we would not expect to be penalised compared to rate payers in outer areas who have free parking outside their homes. Higher capital values on our properties mean we pay more than a fair share towards the running of city services.</p>
<p>No 334 - Alastair Smith: too cheap. Should pay commercial rates. Effectively a subsidy of fossil fuelled transport contrary to low carbon capital policy.</p>
<p>No 343 - Tania Cotter:</p>

I read that the purpose of resident's parking permits was to ensure that inner city residents without off-street parking were able to have dedicated parking spaces available to them, rather than commuters taking up all the spaces outside their houses during the day. And the cost of the permits was originally set to cover the administration of the system. Surely our rates contribute to those projects? I do not understand why you are targeting the residents, who are already paying a lot for a permit and inner-city house, apartment, and flat costs.

If money making is the main aim for the council, I would like to suggest the following.

- Provide residents (without off-street parking) with 24/7 residents-only parking. Currently my street is residents-only Monday-Friday 8am-6pm. With more eating places and a gym now in the village, as well as the shops, pub and church, demand for parking is 24 hours a day, seven days a week.
- Then, monitor, ticket and tow the non-residents who regularly park in residents-only parks.
- Make the residents-only parking for residents who don't have a car pad or garage, and have no choice but to park on the street outside our homes. Many residents in our street have permits **and** off-street parking!

Yes

344 - Linda Beatson:

I live in a street with a mixture of coupon and resident parking. Our household has off street parking - in a front room which has been converted to a garage. We do get a resident parking permit, as sometimes I want to be doing something in the garage and need to park the car on the street. This is probably 6-7 times a year. I am not worried about parking in the resident sections, and generally park in the coupon section. I think it is right to be increasing the cost. I hear people saying that 'they should not be increasing by this much' but I think it was only \$80-\$90 in 1999, when we first moved here. The increase is only the cost, (at current rates) of a tank of petrol. If people think that this is too much, then maybe they should not be having a car in the first place. The expense of parking is a marginal extra cost when one takes into account the cost of running a car - fuel, servicing, registration, insurance, WOF etc. I highly doubt that it is sufficient to deter people from having a car, or an extra car for those households with more than one vehicle, and when one rents or buys a property in the city area it is obvious whether the property has parking or not, and if parking is an issue, perhaps you should move to a less congested area. It is also difficult for anybody who lives in this street to say that they cannot afford the extra cost, although probably 50% of the residents are renting. This might be different in Nairn St, as there is higher density housing there (council flats) with limited parking. During the day, the street is mostly filled with people parking and walking further into town, but it would seldom happen that there are no spare parks at all. Only if there is a large event in the city - Cuba Dupa, or events at the waterfront/Courtenay Place. The street is public space, not storage space for private vehicles. It is correct that there is a cost for being able to park there, and particularly for people who do not live in the street. Many streets in the city were built prior to the arrival of the motor vehicle and so were close to the street, with no facility for later adding off street parking. I do not imagine that at current rates, the resident and coupon parking pays for the cost of the patrols by the city parking wardens, it is right and proper that this cost is borne by those who are helped by this work. At the proposed rates, the cost of parking on the street is still very cheap - to rent a garage or parking space is going to cost at least \$40-\$50 per week.

Yes

345 - Tristan Campbell: Absolutely. On street parking is underpriced. Why should ratepayers provide parking on street for residents. If they need parking they should choose a house with off street parking. Street space is scarce and should be used for better uses such as more landscaping and trees, short term parking and where needed bus lanes and cycleways.

No

348 - Kelvin Payne: The Land Transport Act is quite clear about the costs needing to be reasonable compared to the cost of maintaining and running the carparks. This then raises an interesting question if there are insufficient residents car parks and they must use a coupon park, then presumably the council will be losing revenue by allowing residents to park in a coupon park. If there are insufficient residents parks then this puts further strain on the number of coupon parks available as well as reducing the revenue the council will receive. Are there sufficient residents car parks for the number of cars? This should be fairly simple to answer as the council will have a record of the number of residents permits by area as well as the number of designated spaces. It should then be quite simple to determine if there is a shortfall.

No

352 - Cameron Fuller: As a holder of a resident parking permit, I am disappointed and do not agree with

this proposal.

As a student who has moved to Wellington, I find it a foreign concept having to pay to park outside one's own house. I am constantly disappointed with the administration of the resident parking system and as a permit holder constantly feel short-changed for the existing price of my parking permit. More often than not I cannot find a park outside my own house due to non-permit holders parking there. I have on multiple occasions contacted the Council Parking Team to alert them of this, however, on these occasions the vehicles have been illegally parked for an entire day without receiving an infringement notice. Mayor Justin Lester has indicated that the motivation behind this proposal by other councillors was due to the current price being considered "too cheap". I wish to bring to their attention that the current system is not working, where I already feel like I am being extorted for a system that is not enforced by the Council.

I am personally unaware of the statutory provisions that give powers to the enforcement activities of local councils, however, I wish to suggest that the Council considers towing unauthorised cars parked in resident parking zones. It seems like a joke to me the number of vehicles that can get away with parking in resident parking zones, many without receiving a ticket. Some no doubt taking the risk of a mere \$40 infringement. It would be my hope that having a tow away policy would further disincentivise non-compliance.

This all comes back to resident parking holders getting value from the system that they pay to use. In my mind, at this stage, the system is broken as it is not enforced efficiently and effectively. Any increase in price for an annual resident permit on the basis of the current price being "too cheap" is unwarranted and disillusioned to the value that the permit actually offers given this lack of enforcement.

Of note, I have not yet received the response from my LGOIMA request, where I asked about the cost of administering the resident parking system for the last financial year, compared to the one prior. This request was under urgency, given that it was made with short notice and that submissions on this proposal were coming to a close in the following week. To their credit, the team that has been processing my request has been working diligently to get this information to me in time for me to make my submission. Council Officers have been working to find this information however, I was advised this morning that my request under urgency was refused as "the information requested cannot be made available without substantial collation or research". This is significant as it suggests that the Council has not already prepared or conducted an analysis of the cost of this system. In my mind, Council cannot say that the cost of a resident parking permit is "too cheap" or make any other informed decision on the price of a resident parking permit if they do not already know what the system costs.

This furthers my submission that the proposed price increase is uninformed and based on arbitrary grounds. It is for these reasons that I oppose this proposal.

No

353 - Sophia Grey: No. I wish to present this in person my objections.

No

354 - Katharine Amos: This is outrageous! People need to park close to their homes and they are captive by these charges. I cannot see how increases of 54% (Yearly permit) and 70% (monthly permit) and 68% on coupon exemption permits can be justified whatsoever.

I also note that large areas where residents have no off street parking (eg Crawford Road, Duncan Terrace and many of the neighbouring streets) are set to become residents' parking areas soon - I wasn't notified of any consultation on this and putting these charges up ahead of these changes is devious. I do not support these changes whatsoever.

No

355 - Tony Randle: The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally **opposes them**. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).

The reasons for the JCA position are as follows:

- Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice.
- Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus.
- The WCC only recently increased Coupon Parking charges last year and another increase is not justified.
- The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will **not** go towards improving public transport. The JCA has no faith that our PT service, already worse than before the changes last year, will be improved.

The JCA is also very concerned with the constant disregard of WCC planners to off-street parking requirements for new and in-fill developments. The District Plan has clear requirements to provide off-street parking for developments yet the JCA has observed that a majority of multi-unit developments in Johnsonville are approved, without notification, even though they fail to provide the minimum off-street parking required under the District Plan. As a result central Johnsonville has lost most all day street parking to the detriment of both local residents and businesses. The JCA opposes the introduction of metered parking into Johnsonville.

The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

No

356 - Rhona Carson: We understand that there is going to be a review of parking policy throughout the city in 2019. We question the timing of these proposed increases as it seems sensible to consider parking charges as part of this review. Apart from this general comment our submission concentrates on Residents' Parking in Newtown.

Submission on the increase in Residents' Parking Permit Fees.

While we agree that it is reasonable to pay for the privilege of priority parking in residential areas we question the degree to which this fee is increasing. There is a great deal of concern about the parking pressures in Newtown, with many cars from out of the area parking here during the day while the owners are at work, either within Newtown, for instance at the hospital, or in the city – Newtown appears to have become an informal 'park and ride' destination for people catching buses to the CBD. The current pressures will increase with the number of new apartments being built with no off street parking, and will be exacerbated further if parking is lost for cycle ways. At present there are only a few residents' parking areas in Newtown. A large part of central Newtown is outside the eligibility zone for residents' parking, so people do not have permits, but where people are able to hold permits the number of dedicated residents' parking spaces is far fewer than the number of households in the area. Permit holders cannot count on getting the advantage that they are paying for.

One of the possible outcomes when parking is reviewed is a substantial increase to the amount of dedicated residents' parking in Newtown, possibly in the form currently in use in Colombo St, i.e. non-residents limited to 120mins, residents with permits unlimited. This would stop the practice of all day parking for workers, while allowing access for people coming to Newtown for shopping, visiting friends, attending appointments and so on.

However this dual-purpose zone also limits the access to parking for residents with permits; does this then mean a reduced fee for the permit? Increasing the number of residents' parking areas could ease the parking

pressure for residents. However it would also mean that increasing numbers of residents would be forced to hold a permit in order to have any chance of parking near their homes. This would be very challenging for people on low incomes – and it still doesn't guarantee a parking place.

Taking these factors into account, we oppose the very substantial increase in the Residents' Permit fees.



Wellington Chamber of Commerce
Submission to Wellington City Council on the six proposed changes to
parking and parking fees
TR 90-19, TR 91-19, TR 92-19, TR 93-19, TR 94-19, TR 95-19

May 2019

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I am writing this submission: on behalf of an organisation: Yes

Name of organisation: Wellington Chamber of Commerce

The Chamber has been the voice of business in the Wellington region for 163 years since 1856 and advocates policies that reflect the interests of the business community in the city and region and further the development of the region's economy as a whole.

Traffic Resolution reference numbers:

- TR 90-19 Oriental Parade (Freyberg Pool), P240 Metered Parking
- TR 91-19 CBD, Increase Coupon Parking
- TR 92-19 Cuba Street, P120
- TR 93-19 CBD City Fringe, Increase in Metered Parking
- TR 94-19 CBD, Increase in Metered Parking
- TR 95-19 Residents parking Zone, Increased Residents Permits

Comments:

The Chamber writes to **support** all six of these proposed traffic resolutions that will:

1

- Introduce limited free parking for Freyberg Pool users and Gym members to two hours per day, but with an additional two hours available at the hourly rate of \$2.50. *TR90-19 P240 Oriental Parade (Freyberg Pool and Fitness Carpark)*
- Increase the cost of Coupon Parking, including suburban trade coupons (Monday to Friday) from \$8.50 to \$12, per day. The monthly rate would move from \$135 to \$200. *TR91-19 Increase in Coupon Parking in CBD*
- Change the 60-minute free parking zone in upper Cuba St to 120 minutes metered parking. *TR92-19 P120 Metered Parking on Cuba Street*
- Change the cost of metered parking on the city fringe from \$1.50 to \$2.50 per hour, seven days a week. *TR93-19 Increase in Metered Parking on City Fringe*
- Increase the cost of metered parking (Monday to Friday) from \$3 to \$3.50 per hour and \$4 to \$4.50 per hour. *TR94-19 Increase in Metered Parking in Central Wellington*
- Increase the cost of Resident and Coupon Exemption Parking Permits. *TR95-19 Increase in Residential and Coupon Exemption Permits*

By way of comment, the Chamber shares the concern that is set out in the introductory overview text, that “increasingly, parks are being permanently removed to allow for the provision of walkways, cycleways and priority bus lanes,” but do not share the view that follows this statement, that this “make[s] it easier to travel around the city, and contribute to our goal of making the city more accessible.” The Chamber finds that this is not only odd given the city’s current transport infrastructure challenges but highlights a broader concern of the Chamber and its members. Parking in the CBD has been an issue for some time, the lack of availability has only been compounded with the loss of major car parking buildings due to the earthquakes. Chamber members regularly voice their concern to us through our quarterly business confidence surveys, feedback such as “the significant loss of parking facilities, is making the city a very unfriendly place to meet in.” Regular meetings held with Council, of CBD retailers and hospitality representatives, regularly canvas this as a growing unresolved issue and a turn-off for customer attraction. The Mayor’s own Wellington Summit report lists “transport and parking as a challenge.”

In short, the Chamber will repeat our previously stated position, we will not support the removal of any more car parks until the Council has a CBD-wide strategy to mitigate the concerns and also takes satisfactory steps to address the current parking shortage. To this end we believe that the Council needs to urgently undertake a stocktake of car parking and put in place a CBD-wide strategy with urgency. Given the parking technology Council has in place we believe Council is in a strong position to undertake this review with smart data modelling and solutions.

We would also like to understand the other comment made in the introductory text, that "While the number of available parking spaces is reducing, demand for parking and the costs of maintaining the service continues to increase." Given the information provided in the supporting documentation is fairly limited, we would like to better understand what is driving these costs, what these costs are, and how the increased pricing models proposed will go in some way to cover this expenditure. We would hope that such data has been considered as part of these policy changes to consider how often the car parks are used and the general demand there is for parking in the affected zones, and how these changes and increases will impact this. Again, we strongly urge Council to come around to the view that a broader parking review is required, if not overdue.

We support the Council's position, that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. The Chamber would point out that goods and services of a largely private good nature (such as public carparks) should ideally be principally paid for by users. On the other hand, goods that clearly meet the definition of public goods are generally best funded by ratepayers, if they benefit a region, or by central government (taxpayers), where they constitute a national public good (e.g. national defence systems). The distinctive features of public goods are first, non-payers cannot easily be excluded from receiving the benefit others pay for (that is, public goods are susceptible to free riding) and second, one person's consumption does not reduce others' consumption opportunities. These are known as the non-excludability and non-rivalry characteristics of public goods. Public carparks, by contrast, are still largely in the nature of a private good and users can be charged for using them.

As a general economic principle, individuals and companies should bear the full costs associated with their behaviour (i.e. costs should be internalised) or individuals will overconsume resources if they can shift costs on to third parties. Management of car parking is no different in this respect. In order for individuals to make rational decisions about carpark use, they should ideally bear the costs (and benefits) associated with specific use options.

There is no doubt there are limited city parks, in part a result of traffic resolution changes and earthquake damage, but it is clear that there is demand and need to ensure better turnover. Paid parking helps ensure there is fair turn-around of spaces

In summary, the Chamber supports the Council's proposal through the draft 2019/20 Annual Plan to increase a range of on-street parking charges, and supports the view that this will better reflect the overall costs and better manage parking demand across the city.



**Submission from Living Streets Aotearoa to Wellington City Council on
TR 90-95 2019**

Contact person: **Ellen Blake**
Email: **wellington@livingstreets.org.nz**
Phone: **021 106 7139**
Date: **8 May 2019**

Submission

Living Streets Aotearoa thanks the Council for this opportunity to submit on these traffic resolutions to increase parking fees.

Parking fee changes

We support the increases in fees proposed. We support increasing the coupon exemption parking fee in line with resident parking fees.

We support extending resident and coupon parking schemes to all parts of Wellington to recognise this private use of valuable public road space.

We support a lower fee payable in accessibility parking spaces for those with an accessibility sticker and who need to use a car.

Parking policy review

Living Streets would prefer that these fee changes were part of the wider review of parking in Wellington. This would help put the changes in context of an overall approach to use of public road space. It is disappointing that this review is yet to be released.

We suggest that some of the revenue gathered from parking can be used to increase supply of **on-road** bike parking. There is too much footpath space being used for vehicle parking which discourages walking and encourages vehicle users onto the footpath.

We also recommend more parking wardens are employed and used to enforce that footpaths are vehicle free.

About Living Streets

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

The objectives of Living Streets Aotearoa are:

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

For more information, please see: www.livingstreets.org.nz

2019/20 ANNUAL PLAN - RECOMMEND ADOPTION TO COUNCIL

Purpose

1. This report provides for the formal recommendation of the 2019/20 Annual Plan to Council.
2. The contents of this report are preliminary. It reflects the draft plan and is subject to change, resulting from decisions at this meeting. The final plan will incorporate amendments contained in the recommendations of all reports on this agenda.

Summary

3. A number of cost pressures have arisen since consultation that we now need to consider for the final plan, including the additional expenditure to replace the central library services since its closure, and three community funding bids. These additional cost pressures are mitigated by a reduction in forecast interest expense for 2019/20.
4. The proposed final 2019/20 Annual Plan budget includes changes to fees and user charges as proposed through consultation. In addition, an increase in the Special Waste Fee (Type A) has been proposed, as a result of a recent health and safety review. Detail of this fee is outlined below.
5. The overall average rates increase is in line with that reflected in the Consultation Document (CD), subject to finalisation of growth in the ratepayer base, which is now forecast to be between 0.8 percent and 1 percent (1 percent in CD). The distribution of rates included in the final plan is likely to change from that presented at Council deliberations preceding publication of the CD. This is due to the significant number and value of objections to the September 2018 general revaluations.

Recommendation/s

That the Long-term and Annual Plan Committee:

1. Receives the information.
2. Receives the draft 2019/20 Annual Plan (Attachment 1 of this report), noting that some areas are still to be completed following decisions from this meeting of the Long-term and Annual Plan Committee.
3. Agrees that officers prepare the 2019/20 Annual Plan based on the 2019/20 Annual Plan consultation document and reflect any changes agreed at this meeting of the Long-term Plan and Annual Plan Committee.
4. Agrees the projects and programmes budgets (Attachments 2 and 3 of this report), noting that any changes arising as part of these deliberations will be incorporated into the final statements presented to Council.
5. Agrees to the Fees and Charges schedule included in the 2019/20 Annual Plan (Attachment 1 of this report).
6. Notes that the annual plan budget, as outlined in this paper, results in an overall net

LONG-TERM AND ANNUAL PLAN COMMITTEE 6 JUNE 2019

rates increase of 3.9 percent from 2018/19, subject to confirmation of the growth in the ratepayer base.

7. Agrees the following project and budget changes from the consultation budget, for inclusion in the final 2019/20 Annual Plan (as outlined in point 12 in this report):
 - a. WREMO funding – increase the budget as requested by WREMO by \$140k, being the relevant share for Wellington City Council.
 - b. Increase personnel costs by \$1.2m as outlined in point 19 below.
8. Agrees to allocate funds from the City Growth Fund (outlined in point 21 below) as follows:
 - a. City Mission – a one-off \$500k grant, through the City Growth Fund, to the City Mission to support the development of additional housing that will assist individuals and families who are at risk of remaining in, or falling back into, homelessness.
 - b. NZ Festival – \$750k of grant funding to support the NZ Festival in 2019/20 to maintain the quality of the festival while both the Town Hall and St James Theatre are closed for strengthening.
9. Notes that an additional \$4m opex and \$5.9m capex is required in 2019/20 to provide temporary library and associated services while options for a permanent solution for the Central Library are investigated. These options were accepted by the City Strategy Committee and aim to meet the gap in community services since the decision to close the Central Library.
10. Agrees that the temporary library services expenditure outlined above be debt funded in 2019/20. This is due to the timing of the closure in relation to the annual plan, options for ongoing funding will be considered through the next annual and long-term plans.
11. Agrees to fund the development contribution of \$60k associated with a Dwell Housing Trust development from prior year surpluses, so as not to impact on rates.
12. Agrees to a fee increase, above the value already consulted on, for Special Waste – Type A as outlined in the below table:

2018/19 Fee	Consultation Fee	Proposed Fee
\$148.60	\$163.50	\$203.60

The increase is necessary to mitigate increased costs as a result of new health and safety requirements for dealing with asbestos, as detailed in points 24-25 of this report.

13. Agrees to change the general rates differential from 2.8:1, (whereby the *commercial, Industrial and Business* sector pays 2.8 times the general rate per dollar of capital value paid by the *Base* (residential) sector) to 3.25:1, as consulted on in the CD.
14. Agrees not to fund the community funding requests but to work with the following community groups, as per the officer recommendations, outlined in Attachment 4;
 - a. Karori Events Centre
 - b. Glenside Progressive Association – track development
 - c. Council Advisory Group fund – Wellington Youth Council
15. Recommends to Council to adopt the final 2019/20 Annual Plan based on the:
 - a. Draft 2019/20 Annual Plan, and
 - b. Any changes agreed at this meeting of the Long-Term Plan and Annual Plan

Committee

16. Delegates to the Chief Executive Officer the authority to make editorial changes that may arise as part of preparing the 2019/20 Annual Plan for Council adoption.

Background

6. Having completed consultation on the annual plan Consultation Document and deliberated on proposed changes, the Committee is required to report its recommendations to Council.
7. The draft 2019/20 Annual Plan, including projects and programmes budgets are attached to this report. Any changes to these as a result of decisions at this meeting will be included in the final 2019/20 Annual Plan for recommendation to, and adoption at, Council on 26 June 2019.

Discussion

2019/20 Finances at a glance

8. Operational expenditure provides for all of our day-to-day operations and services, and the Council plans to spend \$536.9m on operational expenditure in 2019/20. This is \$6.3m or a 1.2 percent increase on the \$530.6m forecast for 2019/20 in the LTP. The impact on the rates funding is mainly mitigated by the increase in non-rates operating income of \$2.7m (largely NZTA operational funding and increased fees).
9. Capital expenditure pays for purchasing, building or developing the Council's assets. Our capital expenditure is currently forecast to be \$227.9m (excluding further carry forward from 2018/19) in 2019/20, \$1.9m (0.8 percent) less than in the LTP, due to a number of capital deferrals.
10. About 60.5 percent of our operational expenditure is funded from a combination of general rates (paid on all rateable properties) and targeted rates. The remainder is funded from user charges, ground and commercial lease income, dividends and other revenue such as grants and government subsidies.
11. We fund capital expenditure from depreciation, borrowings, government subsidies, grants and development contributions. The table below highlights the key funding and expenditure:

Measure	2019/20 Annual Plan	2018-28 Long-term Plan
Operating expenditure	\$536.9 million	\$530.6 million
Operating income (excl. rates)	\$182.5 million	\$179.3 million
Capital expenditure	\$227.9 million	\$229.9 million
Average rates increase after growth	3.9 percent	3.6 percent
Forecast year-end borrowings	\$661.2m	\$737.5m
Debt % of operating income	121%	139%

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Movements in the Rates Funding Requirement

12. The table below shows the proposed operational expenditure and income changes that impact the rates funding requirement (RFR) from the information contained in consultation:

	Description	Rate Funding Impact (\$)	% inc
CONSULTATION		324,677,317	3.9%
		-	-
Internal Changes	Net interest saving - 2018/19 Carry Forwards	-1,346,502	0.4%
	Unfunded depreciation - extra NZTA ongoing funding	-819,204	0.3%
	Allocations changes (reduce WCEC debt funded rates)	1,289,201	0.4%
	Self-insurance reserve funding (for extra risk)	450,000	0.1%
		-	-
	Sub-total	-377,877	0.1%
External changes	Revenue changes implementing R&F fees	-126,901	0.0%
	WREMO - additional funding by regional agreement	140,000	0.0%
	Personnel - Resource consenting salary increases	231,645	0.1%
	Additional staff FTEs	974,895	0.3%
		-	-
	Remove salary vacancy loading contingency	-742,943	0.2%
	Sub-total	476,696	0.2%
FINAL DRAFT	Total	324,776,136	3.9%

13. The net interest saving is due to the reduction in borrowing during the 2019/20 year, a lower opening borrowing balance and lower interest rates due to favourable hedging positions. The lower opening borrowing balance relates to the carry forward of unspent 2018/19 capital expenditure budgets, and carry forwards to 2020/21 (the net effect of this on interest has been calculated as \$1.35m).
14. The rates funding requirement is reduced by an increase in on-going income for capital expenditure funded by the New Zealand Transport Agency (NZTA), which offsets the need for Council funding for depreciation. This has been recalculated to include the effect of NZTA funding existing/planned footpath expenditure for the first time in 2019/20.
15. The Convention and Exhibition Centre costs have been updated to reflect decisions made at the City Strategy Committee meeting. The operational expenditure during construction will be funded by debt. The fixed interest forecast charged to the project has also been lowered due to timing and favourable interest hedging positions. This has increased the share of interest which is allocated to rates funded projects.

16. The Self-insurance Reserve (to cover below excess claims) is currently at \$10m, with a target of \$20m. The existing annual charge of \$1.5m to increase the fund aims to gradually increase the fund to \$20m, the level of excess on a material damage insurance claim. The Council's insurance programme has experienced pressure in not being able to obtain the level of targeted cover (\$690m) in line with the estimated maximum probable loss of a 1 in 1000 year natural disaster (e.g. a seismic event). This necessitates the Council amending its Insurance Strategy whereby it assumes a greater level of risk. Given rising premiums, a lower level of cover also allows Council to keep within its insurance budget. The amended strategy and 2019/20 insurance programme will be presented to the FARMS Committee in June. Indicatively we expect the main material damage policy to cover up to \$490m of assets with Council assuming the material damage risk on roading assets, the Town Hall and CAB buildings – equivalent to approximately \$200m of maximum probable loss. An increase to the rates funded self-insurance reserve top-up of \$450k is proposed, whilst maintaining the overall rates increase at the same level as indicated in the CD. The Council's debt:income ratio limit of 175% provides sufficient capacity to cover this risk in 2019/20.
17. Increases in revenue of \$127k due to a net increase for alcohol licenses, dog licence fees, burials and sportsfield charges, which will be loaded into the budget for the Annual Plan to be consistent with the decisions of the LTP Annual Plan committee at this meeting of 6 June 2019.
18. WREMO sought an increase in their operational funding which has been agreed by contributing Councils and the \$140k increase reflects Wellington City Council's share.
19. Personnel costs
 - Resizing of positions in Resource Consenting (which forms part of the Urban Development Strategy) has been implemented during 2018/19 to address the serious issues this department has had with recruitment and retention of staff.
 - There has been an increase in staff resourcing due to the increase in demand in the number and size of operational and capital projects, largely in City Design and Place Planning (which directly affects both the Urban Development and Transport Strategies) to enable delivery of the Council's strategy.
 - A budget reduction for personnel was loaded in the original 2018/19 budget at 6 percent to allow for vacancies during the year (vacancy loading), this was reduced on a business unit level by 6 percent with 1 percent held centrally as a contingency, in the event the full vacancy level was not realised. The reduction in 2019/20 is to remove this contingency to mitigate the personnel cost pressures. The risk to 2019/20 is that the vacancy level decreases below budgeted level.

Changes that do not impact rate funding

20. External funding for Alex Moore Park of \$500k has been budgeted for 2019/20, however the proposal includes the equivalent Council funding of \$500k to be advanced to the project as a cashflow measure to ensure timing of the works will be able to commence prior to the planned timing of the external funding. This is therefore a cost neutral transaction that will not affect the rates calculation.
21. City growth fund:

Through the consultation document, a number of grants were proposed to be funded from the City Growth Fund. There was no specific feedback from the community on these proposals, there was general support for arts, reducing homelessness and

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ensuring our city continues to thrive. The following one-off grant funding will be made from the City Growth Fund for 2019/20:

- **City Mission** – A one-off \$500k grant, through the City Growth Fund, to the City Mission is planned to support the development of additional housing that will assist individuals and families who are at risk of remaining or falling back into homelessness. This initiative strongly aligns with and supports central government's Housing First programme which is designed to house people quickly then provide intense wraparound support for people who have been chronically homeless. This investment will support the reduction of homelessness in Wellington which is a priority for the city.
- **NZ Festival** – 2019/20 will be a challenging year for the NZ Festival with the St James Theatre and Town Hall venues both unavailable. Support for the Festival is planned by providing a grant of \$750k, through the City Growth Fund, to provide a range of initiatives that will counter the closure of these venues. This investment from the City Growth Fund will ensure the quality of the Festival is retained and appropriate infrastructure is in place to support this.

22. Increased operating expenditure of \$4m for new temporary library facilities has been included in the budget, as a result of the City Strategy Committee decision on 16 May 2019. As the unforeseen closure of the Central Library occurred during the Annual Plan consultation it was unable to be included in the consultation process. The City Strategy Committee agreed on 16 May 2019 that because of the timing of the proposal the 2019/20 operational expenditure would be debt funded.
23. A grant of \$60k to the Dwell Housing trust (a community housing provider) was consulted on to support them to deliver 14 housing units in Kilbirnie, and is planned to be included in the budget for 2019/20. This is to be funded from prior year surpluses, so will not affect rates requirement. This proposal is aligned to the goal of ensuring all Wellingtonians are well housed. Dwell aims to provide safe, secure and comfortable homes where people in need can thrive.

Changes to fees and user charges – special waste fees

24. A recent health and safety review has raised the need for new equipment at the landfill to safely dispose of asbestos. This equipment has now been purchased and an increase to the special waste fee is proposed. The proposal is to increase the fee from \$148.60 to \$203.60 (the consultation document proposed an increase to \$163.50, before results of the H&S review were available).
25. This increase has been communicated with consultation ending 31 May 2019. Relevant parties have been included in the communication and consultation and, as yet, no negative feedback on the increase has been received.

Growth and effect on Rates increase

26. Based on the assumptions included in point 12 of this report, the nominal rates requirement is equivalent to that reflected in the consultation document (CD).
27. The 2018-28 LTP capital value (CV) growth for 2019/20 was forecast at 1 percent. This assumption was maintained for the 2019/20 CD. The forecast is based on a number of factors including historical trends and forward looking consenting information. The CV growth over the preceding two years has been 0.84 percent and 1.30 percent.
28. QV are in the process of completing their review of the objections relating to the 1 September 2018 revaluation and are also focusing on the maintenance valuations required due to new building development, which is the primary driver of CV growth for

the upcoming rating year. The value of the new development expected to impact the 2019/20 rating value is now forecast to be between 0.8 percent and 1 percent. This will be confirmed when rates are struck at 30 June.

Rates Distribution and Differential

29. The 1 September 2018 revaluation resulted in a significant uplift in the capital value (CV) of the City. The average percentage increase varied significantly between the Residential (43 percent) and the Commercial, Industrial & Business (23 percent) differential rating categories. This variance caused a potential shift in the proportion of total rates that would be paid by each sector. As a result Council decided to propose a change to the General Rates Differential. The factor of General Rates Differential applied to the Commercial sector was proposed to change from 2.8 to 3.25.
30. A number of ratepayers objected to their 1 September revaluation value and QV have been working to assess these objections, the majority of which were from Commercial ratepayers. Some of these related to the impact of seismic assessments and are significant in value. The prospective result of the reassessments is a reduction from the original valuation, which has meant a further change in the portion of General Rate being attributed to the Commercial sector. The below table outlines the change (assuming growth in the ratepayer base of 1 percent).

	2.80 Differential			3.25 Differential			Restated Revals to include Objections 3.25 Differential		
	2019/20 Budget with 2019/20 Valuations			2019/20 Budget with 2019/20 Valuations			2019/20 Budget with 15 May Valuations		
	2019/20 - AP Version 5			2019/20 - AP Version 5			2019/20 - AP Version 5		
	Commercial	Base	Total	Commercial	Base	Total	Commercial	Base	Total
Total perspective rates requirement	136,196,000	188,485,000	324,681,000	143,012,000	181,669,000	324,681,000	142,128,000	182,554,000	324,682,000
Share of rating base	41.95%	58.05%		44.05%	55.95%		43.77%	56.23%	
	Comparison to 2018/19 - LTP			Comparison to 2018/19 - LTP			Comparison to 2018/19 - LTP		
Rates increases	-0.19%	8.95%	4.92%	4.80%	5.01%	4.92%	4.16%	5.52%	4.92%
Included Growth	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
Net Rates Increases	-1.19%	7.95%	3.92%	3.80%	4.01%	3.92%	3.16%	4.52%	3.92%

31. To retain a similar distribution of rates between the Commercial, Industrial & Business differential category and the Base (residential) category, the differential would need to change to 3.3:1 rather than 3.25:1 as proposed in the CD. Officers do not recommend a further change, as rates increases expected for the majority of commercial properties are above the average increase for residential properties. It is the reduction in value for a small number of commercial properties (due to downward revaluation mainly as a result of seismic issues) that is driving the lower average increase across all commercial properties.

Community funding requests

32. While the majority of submissions focused on the variances Council proposed in the engagement document, a small number of submitters also raised funding requests of their own. A summary of all funding requests and an officer recommendation for each is outlined in Attachment 4.

Capital Expenditure

33. The table below shows the movements between the LTP programme for 2019/20 and the Annual Plan consultation. There have been no further movements since consultation but after this meeting, capital expenditure relating to the temporary library services will be added (\$5.9m) which was recommended to be included in the Annual Plan by CSC.

Capex Programme	2019/20
	\$'000

LONG-TERM AND ANNUAL PLAN COMMITTEE 6 JUNE 2019

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

LTP	229,905
Additions	42,852
Removals	<u>(44,823)</u>
AP	<u>227,934</u>

34. The CD reflected an assumption that \$52.7m of capital expenditure planned for 2018/19 in the Long-term Plan, would be deferred; with \$16.7m rescheduled for 2019/20 in the Annual Plan CD assumptions. Since that time a further \$20.9m is expected to be carried forward to future years. Given the considerable programme already planned for 2019/20 it is assumed that the equivalent value of capital expenditure will be deferred to 2020/21. Details will be tabled for Committee review.

Next Actions

35. The Annual Plan 2019/20 is due to be adopted by Council on 26 June 2019.

Attachments

Attachment 1.	2019/20 Annual Plan - Draft ↓ 	Page 146
Attachment 2.	2019/20 Annual Plan - Projects & Programmes OPEX ↓ 	Page 209
Attachment 3.	2019/20 Annual Plan - Projects & Programmes CAPEX ↓ 	Page 214
Attachment 4.	2019/20 Annual Plan - Community Funding Bids ↓ 	Page 218

Authors	Deirdre Reidy, Specialist Funding Advisor Anna Barker, Team Leader Financial Planning Martin Read, Manager Financial Strategy & Treasury
Authoriser	Martin Read, Manager Financial Strategy & Treasury Andy Matthews, Chief Financial Officer

SUPPORTING INFORMATION

Engagement and Consultation

Consultation results on Annual Plan 2019/20 are included in Report 1.

Treaty of Waitangi considerations

Targeted engagement was undertaken with mana whenua as part of the 2019/20 Annual Plan engagement process using existing relationship channels.

Financial implications

This report discusses the key funding policy considerations for the 2019/20 Annual Plan. These underpin the financial forecasts in the AP and therefore decisions made on these documents will impact on our operational and capital expenditure forecasts. The impact of these decisions and recommendations of this report are significant.

Policy and legislative implications

This report meets all statutory requirements under the Local Government Act 2002, and is consistent with Council policy. Specific changes to Council policies recommended within the report will be engaged upon as part of the 2019/20 Annual Plan engagement process.

Risks / legal

This report meets all statutory requirements under the Local Government Act 2002.

Climate Change impact and considerations

Implications of climate change have been considered in relation to the 2019/20 Annual Plan, and therefore funding implications as related to the funding policies.

Communications Plan

A communications plan for the 2019/20 Annual Plan is in place.

Health and Safety Impact considered

Health and safety impacts have been considered in relation to the 2019/20 Annual Plan, and therefore funding implications as related to the funding policies.

Annual Plan 2019/20
Mahere ā-Tau 2019/20

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Part A: Introduction

Mayor's introduction

[to come]

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Message from the Chief Executive

[to come]

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Background

Council plans – an overview

The Local Government Act requires us to produce a long-term plan which covers 10 years and is reviewed every three years. Our current long-term plan, *Our 10-year Plan*, was adopted in June 2018. In between producing long-term plans, we produce annual plans which allow us to review our work programme, and consider whether any changes are needed. These changes could be budget revisions, new priorities that arise, or new projects to help deal with issues that face the city.

The Annual Plan 2019/20 represents year two of Our 10-year Plan and aims to deliver on the priorities set through Our 10-year Plan.

Our 10-year Plan

The priorities that we set for our current 10-year plan were driven by challenges of population growth, resilience of our city and our people, building on the areas where we have a competitive advantage and maintaining economic growth. In response to these challenges our priorities are:

- Resilience and the environment
- Housing
- Transport
- Sustainable growth
- Arts and culture

In preparing the investment programme based around the five priority areas, we have considered both our ability to deliver the planned capital programme and meet the on-going service level expectations of our residents and ratepayers.

The annual plan 2019/20 continues the work set by Our 10-year Plan, details on Our 10-year Plan are available at <https://wellington.govt.nz>

Community feedback on the Annual Plan 2019/20

Engagement activities were carried out during April/May 2019 on our annual plan consultation document. They focused around an engagement site which outlined what was proposed and allowed submitters to fill out a questionnaire of targeted questions. We ran radio and press advertising, social media campaigns and an online virtual forum with Councillors.

We received 88 written submissions from individuals or organisations and over 6000 visits to our engagement website. 133 comments were submitted through our facebook virtual forum, attended by 27 people.

As 2019/20 is year 2 of Our 10-year Plan, we did not propose major changes to the plan. The questionnaire was focused around a few budget changes under each of our five priority areas, as introduced through Our 10-year Plan. The feedback was supportive of our proposals and our planned year 2 work plan.

What people said

The feedback sought was mostly based around written thoughts, with two 'check box' questions to gauge support on the two most significant proposals. These proposals were the change to the rating differential and the changes to parking fees, the feedback was:

- 40 percent support (including support and strongly support) for the rates differential, 35 percent of submitters were neutral or were 'not sure' and 25 percent opposed (oppose and strongly oppose) the proposal.
- 55 percent supported all eight parking fee changes, 8 percent were neutral or not sure and 37 percent opposed the changes.

The written feedback showed general support for the proposals in each of the priority areas. The main themes to written submissions were:

- Public transport issues – while the operations of public transport in the city are managed by Greater Wellington Regional Council (GWRC), we received a lot of comments about the issues people are experiencing with public transport. We received several appeals to work with GWRC to improve the service.
- Residents parking – including both comments in support and opposition to the proposed fee change, issues of availability and monitoring of these parks.
- Central library – a lot of support for the reopening of a central library in the CBD.
- Housing – there was general support for our proposals in housing and our focus on reducing homelessness in the city.
- Convention centre – we received some opposition to the continued investment in the convention centre. Through consultation on Our 10-year Plan we received majority support for this project and as a result the project is now underway.

Feedback on proposed LTP amendment

We also consulted separately on a proposed amendment to our LTP, the amendment would allow for a partnership deal to re-build a mix of social and affordable housing on the Arlington sites 1 and 3 in Mount Cook.

Feedback on traffic resolutions for parking fees

To comply with the Wellington City Council Consolidated Bylaw 2008, traffic resolutions are required to legally implement the proposed parking fee increases. The traffic resolutions were consulted on at the same time as the Annual Plan with the public invited to provide any comments in writing.

Around 300 submissions were received for each of the proposed fee increase options with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city. A number of submitters also commented on their ability to pay increased parking charges, when they are already struggling with a number of other increased living costs.

Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of our road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.

Other engagements

There were a couple of other engagements which overlapped with consultation on the annual plan. These include Zero Carbon Capital and Planning for Growth, each of these important pieces of work are forward looking plans which will inform future annual and long-term plans.

Annual Plan 2019/20 – key changes from Our 10-year Plan

This section outlines the main changes to Our 10-year Plan 2018-28 included in the Annual Plan 2019/20.

Re-phasing of the capital works programme

The capital programme outline in Our 10-year Plan included a substantial investment across a variety of projects. In 2019/20 a portion of this programme will be re-phased to later years or carried out over a longer period of time.

The drivers for re-phasing include increasing costs across many significant infrastructure projects, due to the high demand on the construction market; we have a number of larger projects involving collaborative partnerships and co-investment from external stakeholders; and the high degree of complexity of major earthquake strengthening projects.

Details of the variances are included in Part B: Our Work in Detail.

Financial tools

We proposed a number of changes, using financial tools, to spread the operating cost of council services across the different rating categories as well as users of services.

Fees and user charges. Many of our services are paid for through a combination of rates and user charges. We proposed number of changes to fees and user charges to ensure our services remain within the settings of the revenue and financing policy. These changes also ensure users of services continue to pay their fair share of the service provided.

Areas where we are increasing fees include:

- Parking services
- Dog registration and alcohol licencing fees
- Community centres
- Swimming pools and sportsfields
- Marinas, cemeteries and the landfill
- Alfresco dining licences – removal of discount for spaces that are not smoke-free

Details of the fee changes are included in Part C: Financial Information.

Rates differential. The average rates increase for the ratepayers in 2019/20 is **X percent**. However, the forecast increase varies between each property rating category. All rating units (or part thereof) are classified, for the purposes of general rates, as either 'Commercial, Industrial and Business' or 'Base' ('base' includes residential).

We currently apply a rates differential for the *Commercial, Industrial and Business* rating category of 2.8 times the rate per dollar of capital value payable by the *Base* rating category. In setting the level of the differential we consider the requirements of the Local Government Act and a number of factors which can be found in our Revenue and Financing Policy which can be found on our website Wellington.govt.nz.

The general rates differential will be adjusted from 2.8:1 to 3.25:1 to ensure the rates for 2019/20 continue to be paid in the same proportion by each differential rating category.

In simple terms, this currently means that commercial property owners contribute 44% of total rates revenue in 2018/19 in comparison to 'base' contributing 56%. Due to the change in the relative Rateable Values (which does not necessarily change the relative ability to pay) changing the general

rate differential to 3.25:1 will maintain this ratio at 44% 'Commercial, Industrial and Business' to 56% 'Base'.

Refer to the indicative rates tables in Part C: Financial Information for indicative residential and commercial property rates for 2019/20.

Changes since 2019/20 Annual Plan consultation

- [to be updated post deliberations]

DRAFT

Financial summary [based on consultation budget, to be updated post committee meeting]

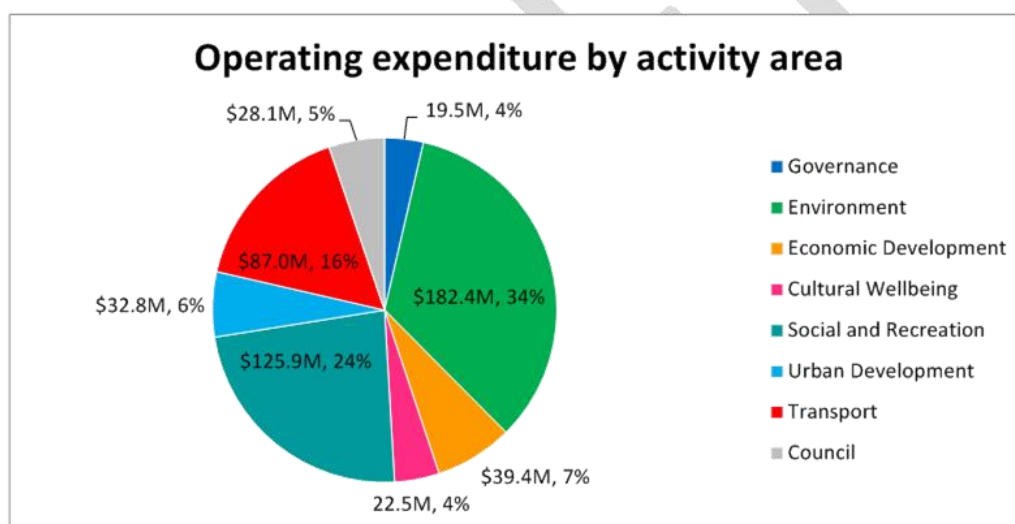
Operating Expenditure

The Council delivers a broad range of quality services to its residents – everything from roads, footpaths, libraries and festivals, museums, sportsfields and animal control. The total value of all the facilities and assets the Council uses to deliver services to Wellingtonians is \$7.2 billion. The cost of delivering and running these Council services in 2019/20 will be \$538 million or \$6.87 per day per resident – less than two cups of coffee.

\$538m

Operating spending for 2019/20

*Total planned operational expenditure for 2019/20 is \$538 million to keep the city running. This is a small increase on what was identified in Our 10-Year Plan. The increase primarily relates to inflation on personnel costs and contracts and increased depreciation due to new assets and a property revaluation.
[opex pie chart based on consultation budget, to be updated post deliberations]*



The graph illustrates the proportion of planned operational expenditure in each of our strategic activity areas. The biggest area of operational expenditure is environment at 34 percent of the total gross opex of \$538 million; social and recreation and transport follow at 24 percent and 16 percent respectively; economic development, urban development, Council organisational projects, arts and culture, and governance follow each with under 10 percent of total operational expenditure.

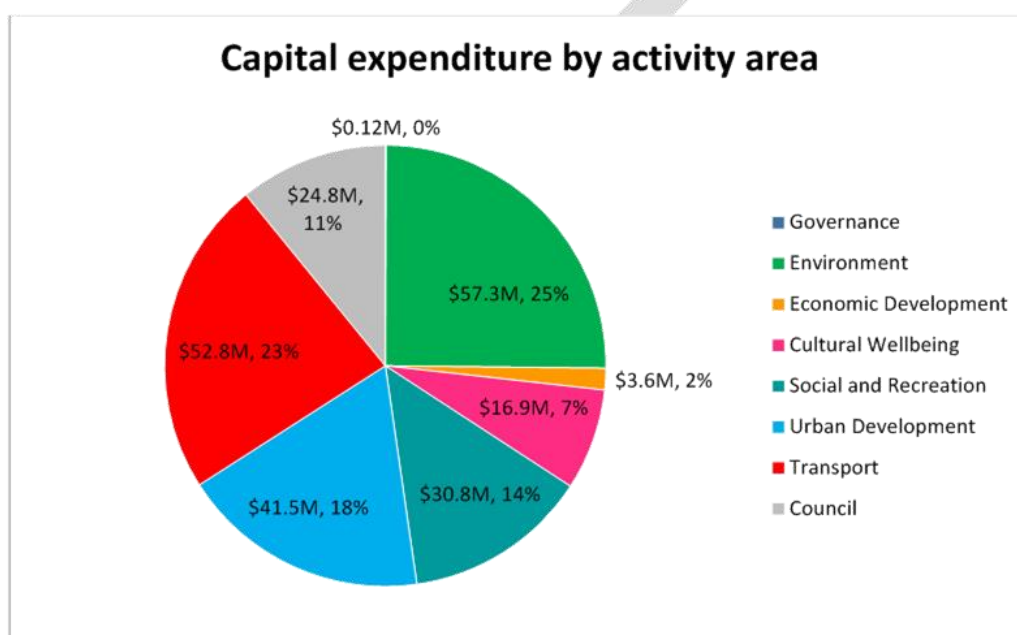
Capital Expenditure

Capital expenditure is used to renew or upgrade existing assets or to build new assets to provide a higher level of service or account for growth. Our assets include buildings, roads and footpaths, water, stormwater and wastewater pipes, libraries, swimming pools, and sportsfields.

\$228m

Capital spending for 2019/20

Total planned capital expenditure for 2019/20 is \$228 million. This is a small reduction from what was included in the 10-Year Plan. The variances primarily relate to the timing of some major projects. For a more detailed explanation please see the 'what is changing and why' sections in the priority area projects and programmes. [capex pie chart based on consultation budget, to be updated post deliberations]



The graphic illustrates the proportion of planned capital expenditure in each of our activity areas. The biggest area of capital expenditure is environment, which includes the three waters, at 25 percent of the total capex of \$228 million; transport, urban development, social and recreation, and Council organisational projects follow at 23, 18, 14 and 11 percent respectively; arts and culture, economic development, and governance follow each with under 10 percent of total capital expenditure.

Where the funding comes from

The Council uses a number of mechanisms to fund our operational and capital expenditure. Rates are expected to fund 60 percent of our operational expenditure. We also collect revenue from fees and user charges, grants and government subsidies and other sources such as interest and dividends from investments. Capital expenditure is funded through borrowings, grants and government subsidies, and development contributions for projects which aim to meet the demands from growth.

Explaining our borrowing position [based on consultation budget]

We borrow to fund upgrades to our assets or to invest in new infrastructure. This allows us to spread the cost of funding this expenditure over multiple generations who will benefit from the investment.

Council debt is currently capped at a maximum of 175 percent of annual income over Our 10-Year Plan and is expected to be 127 percent by the end of 2019/20 – the same as a household earning of \$75,000 a year having a mortgage of about \$100,000.

\$690m

For 2019/20 total borrowings are forecast to be \$689.6 million at the end of 2019/20, this equates to 127 percent of operating income.

\$3,200

per resident

The forecast average borrowings per resident at the end of 2019/20 are \$3,222.

Explaining your rates

[to be inserted post deliberations]

What it costs [infographic, as per consultation document]

This is how much it costs per person to Wellington resident per year to provide some of the services Wellington City Council delivers. The dollar figures are an average cost per Wellington resident per year and reflect operating expenditure only.

Example - \$25.96 to enjoy botanic gardens

\$123.52 to remove wastewater

Part B: Our work in detail

Most of the work we do and services we provide to keep our city safe and liveable for residents and visitors sit in seven strategic areas. While the five priority areas for Our 10-Year Plan drive a structured effort in areas that need work, the seven strategic areas represent how we work.

Over the following pages, under each strategic area, we outline the groups of activities, what's changing since we released Our 10-year Plan, other key projects, performance information and what it costs. The Annual Plan focuses on changes to Our 10-Year Plan, with some updates on other key projects. For details of 'our business-as-usual' services, see Our 10-Year Plan 2018-28 on our website Wellington.govt.nz

Our seven strategic areas are:

- **Governance.** We seek to build confidence in our decisions by being as transparent as possible, clearly communicating the reasons for the things we do and encouraging public participation in the decision-making process.
- **Environment.** The Council's environment portfolio is large and diverse, encompassing beaches and green spaces, waste reduction and energy conservation, as well as waters services (drinking and tap water, wastewater and stormwater), and conservation activities.
- **Economic development.** We support Wellington's economic growth by supporting high-quality events and promoting tourism, attracting and supporting business activity, and delivering major economic development initiatives.
- **Cultural wellbeing.** We provide opportunities to develop the city's cultural scene to build engaged and curious communities. We provide support for galleries and museums, community arts and cultural support, and arts partnerships.
- **Social and recreation.** We encourage active and healthy lifestyles, deliver quality recreation and social services, provide access to housing for those in need, and carry out public health functions.
- **Urban development.** We make sure the city remains liveable even as our population grows and challenges around seismic risk and climate change increase. We set urban policy, protect the city's unique character and heritage, provide building and development control and facilitation services, and mitigate earthquake risk.
- **Transport.** We manage, maintain and improve the city's transport network so that people can access places easily and safely. We look after hundreds of kilometres of city accessways, footpaths, cycleways and roads, including parking facilities, traffic signs and signals, street lighting and pedestrian crossings. Greater Wellington Regional Council are responsible for the public transport system. We support them to do this by maintaining and providing space on the road network on which the public transport operates.

1 Pārongo ā-tāone | Governance

We aim to build trust and confidence by being open, transparent and accountable.

This strategic area includes activities which enable democratic decision making. We encourage public input and involvement to ensure all points of view and relevant information are considered when we are making decisions on behalf of Wellingtonians.

Our partnerships with mana whenua recognise their special place in the city's history and relationships with its land, waterways and other parts of its environment.

In this section

This section includes, for the following groups of activities, what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs.

1.1 Governance, information and engagement

1.2 Māori and mana whenua partnerships

What we do – an overview

- Local elections
- Involving Wellingtonians in decision-making
- Council and committee meetings
- Communicating Council services and decisions to the community
- Partnerships with Māori and mana whenua
- Maintain our city archives as the primary information resource for the history of Wellington

Snapshot of this activity¹

- 45.6% of Wellington residents voted in the local body election in 2016, up from 41.1% in 2013 and 38.5% in 2010
- 72% of Wellington residents are satisfied with their involvement with decision making
- 76% of Māori residents are satisfied with or neutral about their involvement in decision-making
- 48% of Wellington residents agree that decisions are made in the best interests of the city

Our work programme in 2019/20

Elections. Local body elections are held every three years throughout New Zealand. The next election will be held on 12 October 2019. Elections will be held for the Mayor, 14 Councillors (who are elected from five wards across the city) and Community Board members for the Tawa and Makara-Ohariu Community Boards. Nominations for these positions will be open from 19 July to 16 August 2019.

Wellington has used the single transferrable vote system since 2002. Under this system voters rank their preferred candidates with a number, and candidates are elected by reaching the "quota" – the number of votes required to be elected – which is based on the total number of votes and the number of vacant positions.

Voting documents will be posted to all enrolled electors from 20 September. The voting period is approximately three weeks. Voters fill out the form and post the voting document in the envelope supplied. Voting documents can also be returned to all Wellington City branch libraries or the Arapaki

¹ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

Manners St Library and Service Centre. Voting documents must be received by 12 noon on 12 October. A progress result is generally expected by late afternoon on Saturday 12 October.

Pre-election report. Before each local body election, the Chief Executive will produce a pre-election report summarising the major projects planned for the following three years along with the financial information on rates, rates increases and borrowing. The pre-election report is expected to be released at the end of July.

Arapaki Manners Library and Service centre. Our service centre recently moved to its new home on Manners Street, sharing space with the first of a number of pop-up libraries to replace the Central Library. Wellingtonians can now browse and borrow library items, read papers, register their dog and pay rates all in one place. 2019/20 will see the settling in of this new multi-service space.

What it costs²

	2019/20 Annual Plan \$000
Opex ³	19,563
Capex	123

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the appendices.

We also monitor outcome indicators to monitor progress toward outcomes for the city, these indicators are at least partly out of our control. For these indicators, please refer to Our 10-year Plan 2018-28 on our website.

Rationale	What we measure	Activities
1.1 Governance, information and engagement		
<ul style="list-style-type: none"> To facilitate democratic decision-making To provide open access to information 	<ul style="list-style-type: none"> Facilitating democratic decision-making Community engagement Providing information and a point of contact 	1.1.1 City governance and engagement 1.1.2 Civic information 1.1.3 City archives
1.2 Māori and mana whenua partnerships		
<ul style="list-style-type: none"> To strengthen our partnerships and recognise the special place of Māori and mana whenua in Council decision-making 	<ul style="list-style-type: none"> Relationship with mana whenua Engaging Māori residents in decisions Promoting Māori culture 	1.2.1 Māori and mana whenua partnerships

² Note this is based on the consultation budget, this will be updated with decisions made at the Annual Plan committee meeting of 6 June.

³ Total gross operating expenditure

2 Taiao | Environment

We aim to protect and enhance Wellington's natural environment.

The Council's environment portfolio is large and diverse, encompassing beaches and green spaces, waste reduction and energy conservation, as well as the three waters services (drinking and tap water, wastewater and stormwater) and support for our Wellington Zoo and Zealandia.

In this section

This section includes, for the following groups of activities, what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs.

2.1 Gardens, beaches and green open spaces

2.2 Waste reduction and energy conservation

2.3 Water

2.4 Wastewater

2.5 Stormwater

2.6 Conservation attractions

What we do – an overview

- Through Wellington Water, a Council-controlled organisation (CCO), we supply drinking water to Wellington homes and businesses, wastewater and stormwater services.
- Providing and maintaining open spaces, such as gardens, green open spaces, beaches and coastlines.
- Waste reduction and disposal, guided by the Wellington Region Waste Management and Minimisation Plan.
- We support Wellington Zoo and Zealandia, enabling them to undertake conservation and visitor attraction activities.

Snapshot of this activity⁴

- 191 square metres of open space per person owned or maintained by the Council
- 1.3 million visits to the Wellington Botanic Garden and Otari-Wilton's Bush per year
- 18,000 tonnes of waste diverted from the landfill per year
- 97% of Wellington residents regularly recycle
- 380,000 visits to conservation attractions of Wellington Zoo and Zealandia per year
- 361 litres of drinking water provided to the average Wellington resident per day

What's changing and why

Three waters work programme. Wellington Water, a Council Controlled Organisation, manages our water, wastewater and stormwater (three waters) services and delivers big improvement projects on our three waters network. There are some significant capital projects planned for 2019/20 and we have reviewed our programme to make sure the funding levels and timing are appropriate. The changes to the 2019/20 work programme are as follows.

- *Omāroto Reservoir.* This major new reservoir is essential for operational security and emergency water supplies, and to support projected growth in the CBD area. The estimated cost for this project has increased due to the requirements of construction in the Town Belt, the complexity of upgrading associated pipelines along a busy inner city transport route, and the rise in costs being seen across all major infrastructure construction work. Expected capital expenditure of \$58.15 million over four years from 2019/20 is budgeted, up from \$40.85 million in Our 10-Year Plan. When complete, Omāroto Reservoir will provide sufficient safe drinking water in secure storage to allow for maintenance and network repairs to be made should supply from the Hutt Valley be disrupted. It will also provide emergency water for Wellington Hospital if there is a major seismic event.
- *Moe-i-te-Ra / Bell Road reservoir.* The current Bell Road reservoir was built more than a century ago. Work to replace it with a larger, seismically resilient reservoir, was scheduled in Our 10-Year Plan to begin in 2019/20 at an estimated cost of \$21.6 million. Following further investigations, the revised estimate for this project is \$30.58 million. This project will be re-timed to begin in 2021/22. This allows for funds to be prioritised toward the Omāroto reservoir first and for any increase in costs to be considered as part of the next 10-Year Plan.
- *Kilbirnie stormwater pumpstation.* Upgrades to stormwater pipes in Kilbirnie have lifted service levels to cope with a one-in-10-year rain event at current sea levels, in line with the

⁴ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

regional standard for new subdivisions. Kilbirnie homes and businesses remain vulnerable to flooding events beyond this level, because there are no clear overland floodwater flow paths. We have asked Wellington Water to confirm this project represents a good investment considering other parts of the city are not yet at the one-in-10-year protection level. The stormwater pumpstation, proposed to be built at Evans Bay Park at an estimated cost of \$8.3 million, was originally set for 2019 and has been re-timed to begin in the 2021/22 year, with the increased costs to be considered as part of the next 10-Year Plan.

Coastal structures. The Council manages and maintains a number of marine and coastal recreational assets. The 10-Year Plan budget for coastal structures is \$122,000 per annum. Recent condition assessments on a number of structures have highlighted that an additional \$2 million of capital expenditure and \$194,500 of operational expenditure in 2019/20 is required to extend the life of these structures and reduce some significant risks. The additional investment will be prioritised toward Seatoun Wharf and Cog Park Wharf and Jetties at the Evans Bay Yacht Club over the next three years.

Our work programme in 2019/20

Zoo upgrade. Over the past few years, Wellington Zoo has completed stage one of its upgrade programme. This has seen the Zoo transform itself into a vibrant attraction with facilities that meet modern standards. Stage two involves further improvements to facilities to home additional animals. In 2019/20 work will begin on facilities for snow leopards at a total project cost of \$3.7 million in capital expenditure over three years. It is expected that the Zoo will contribute \$875,000 toward the project.

Zealandia. Work will begin this year on a Centre for People and Nature at Zealandia; this centre will provide volunteer accommodation and improved research and learning facilities. This is expected to be funded mostly by Zealandia between 2019/20 and 2020/21. The Council has budgeted \$800,000 towards the project.

Restoring our environment. Having planted 1.69 million trees at the end of January, we're well on our way to our goal of planting two million native plants in Wellington by 2025. Planting toward this goal started slowly in 1992 and has ramped up in recent years.

In 2019/20, we will continue our planting programme and provide another 45,000 eco-sourced native plants to community groups. We're also working with other organisations on growing a number of threatened native plant species, supported by our new Plant Conservation Lab at Otari-Wilton's Bush.

Makara Peak. We're helping to fund and build a series of new tracks at Makara Peak in partnership with community group Makara Peak Supporters. This collaboration will see 16 kilometres of new track added to the current 40 kilometres in the next 10 years. In 2019/20, we have budgeted \$525,000 for Makara Peak, this includes continuing to improve visitor entrance facilities.

Responsible camping. We're continuing to encourage responsible camping by providing facilities for campers. In 2019/20, we will build a new public toilet and dump station at Evans Bay, at a budget of \$296,000. Part of the funding is provided through a central government grant.

Looking ahead

Zero carbon capital plan. In May 2019 we consulted on Te Atakura – First to Zero, our blueprint toward a Zero Carbon Capital. Community feedback will be incorporated into our final blueprint which explores possible actions, changes to advocate for, and ways we can support individuals to change. Initiatives in the plan include exploring dynamic shuttles to move people around where there is not adequate public transport. Any new initiatives will be considered through the next long-term plan.

We continue to actively pursue opportunities to reduce carbon emissions across the city through direct investment in sustainable transport – such as building cycleways, supporting electric vehicle charging, and increasing car sharing opportunities. Through our District Plan, we are also looking at minimum parking requirements and how we can support the city to grow in a compact and walkable way.

Adaptation to rising sea levels. A community-led planning process at Makara Beach has resulted in the community recommending short, medium and long-term adaptation measures to prepare the community for the effect of rising seas and more intense weather events. Other parts of the city will also be affected, and we intend to raise awareness of the changing climate in the Easter suburbs and the CBD. In future, we will need to adapt these areas to the effects of climate change. Decisions around stormwater, roads and private investment must take into account the changing climate – we need to learn to live with more water, and to design our future city accordingly.

Wastewater. We, along with Wellington Water, are investigating ways to reduce the sewage sludge that is disposed of in our landfill. There is a provisional budget of \$34 million to implement the preferred option from year four (2021/22) of Our 10-Year Plan 2018-28.

Stormwater. We will be carrying out work to reduce the risk of flooding in Tawa, with the installation of bigger pipes to accommodate higher levels of stormwater and is expected to cost \$9.2 million, beginning in 2020/21.

Landfill. Preparation for resource consent application is underway on an extension of the Southern Landfill and construction is expected to begin in 2020 at an estimated cost of \$20.4 million. Based on the current levels of waste ending up in the landfill, this extension needs to be operational by mid-2022.

What it costs⁵

	2019/20 Annual Plan \$000
Opex ⁶	182,487
Capex	57,253

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the appendices.

We also monitor outcome indicators to monitor progress toward outcomes for the city, these indicators are at least partly out of our control. For these indicators, please refer to Our 10-year Plan 2018-28 on our website.

Rationale	What we measure	Activities
2.1 Parks, beaches and open spaces		
<ul style="list-style-type: none"> To provide access to green open spaces To provide public places to congregate To provide access to recreational opportunities To enhance biodiversity 	<ul style="list-style-type: none"> Utilisation Attractiveness Protecting and enhancing our biodiversity Affordability Community engagement 	<ul style="list-style-type: none"> 2.1.1 Local parks and open spaces 2.1.2 Botanical gardens 2.1.3 Beaches and coast operations 2.1.4 Roads open spaces 2.1.5 Town belts 2.1.6 Community environmental initiatives 2.1.7 Walkways 2.1.8 Biodiversity (pest management) 2.1.9 Waterfront public space
2.2 Waste reduction and energy conservation		
<ul style="list-style-type: none"> Reducing environmental impacts 	<ul style="list-style-type: none"> Recycling Affordability Customer satisfaction Sustainable landfill operation Waste minimisation activities Energy conservation 	<ul style="list-style-type: none"> 2.2.1 Waste, minimisation, disposal and recycling 2.2.2 Closed landfills aftercare 2.2.3 Energy efficiency and conservation

⁵ Note this is based on the consultation budget, this will be updated with decisions made at the Annual Plan committee meeting of 6 June.

⁶ Total gross operating expenditure

2.3 Water

- To increase security of potable and stored water

- Clean and safe
- Meeting customer expectations
- Continuity of supply and resolution of faults
- Efficiency and sustainability

2.3.1 Water network

2.3.2 Water collection and treatment

2.4 Wastewater

- For public and environmental health

- Compliance and sustainability
- Meeting customer expectations
- Continuity of service and resolution of faults

2.4.1 Sewage collection and disposal

2.4.2 Sewage treatment

2.5 Stormwater

- To protect people, property and the environment from flooding and storm run-off

- Continuity of service and resolution of faults
- Meeting customer expectations

2.5.1 Stormwater management

2.6 Conservation attractions

- For conservation and biodiversity
- To attract visitors
- To protect flora and fauna

- Wellington Zoo
- Zealandia

2.6.1 Conservation visitor attractions

3 Whanaketanga ōhanga | Economic development

We want to grow and diversify the city's economy

We support Wellington's economic growth by supporting high-quality events and promoting tourism, attracting and supporting business activity, and delivering major economic development initiatives.

These activities make Wellington a more vibrant place to live; they improve residents' quality of life, prosperity, identity and the opportunities available to them.

In this section

This section includes, for the following groups of activities, what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs.

3.1 City promotions and business support

What we do – an overview

In collaboration with the Wellington Regional Economic Development Agency (WREDA) we:

- Support high-quality events
- Support business growth and development
- Promote tourism
- Undertake major economic catalyst initiatives
- Encourage business communities to work together through the Business Improvement Districts (BIDs)
- Operate convention centres and venues

Snapshot of this activity⁷

- 902,622 international visitors to Wellington (measured as international airline passengers entering wellington)
- 5.3 million domestic visitors to Wellington (measured as domestic airline passengers entering wellington)
- 493 major conferences held per year
- 730,000 attendees at Council-supported events

What's changing and why

Convention and exhibition centre. The Council has long-identified the need for modern and purpose built facilities in Wellington for our community to host events, particularly business events. A convention and exhibition centre will bring business delegates and visitors to the city and provide a venue to host and showcase Wellington's key industries. The development of the centre will be a catalyst investment in what is a largely under-developed precinct. We expect a range of other developments to occur in the area as a result of this investment.

The 2018-28 10-Year Plan included \$165.5 million of capital expenditure for a convention centre, based on concept plans. We have now confirmed the design and have more accurate project costs.

⁷ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

The project incorporates a new purpose built convention centre on the Council-owned site on Cable Street, combined with an exhibition hall to host large international touring exhibitions, and a range of public spaces on the ground floor. The confirmed capital project cost is \$157.8m. Planning is well advanced and ground works will begin on the site in 2019.

Business Improvement Districts (BIDs). A BID is a partnership between a local authority and a defined local business community. It provides a vehicle for local business-led initiatives that support key city objectives of vibrant centres, business creation and development and increased employment.

We have started the process of establishing a BID in wider Karori. The Marsden Village Association originally initiated this. A steering group of Karori business representatives are currently engaging the business community. We expect to know by the end of May 2019 if the business community is on board with the establishment of this BID. We will continue to support the BIDs programme by agreeing a number of targeted rates each year. The existing BID targeted rates total \$275,000 and it is expected a further targeted rate valued at \$80,000 to \$100,000 will be added for 2019/20 to support the proposed new BID in Karori.

Our work programme in 2019/20

City Growth Fund. This fund supports events, partnerships and programmes that contribute to the economic growth of the city. In 2019/20 the fund will support the following initiatives:

- *Take 10.* Our community safety programmes continue to support a number of programmes that aim to reduce harm related to alcohol. Take 10 is a very successful programme providing a safe place for young people on Friday and Saturday evenings. The programme is supported by a number of partners including Police, health agencies, Wellington Free Ambulance, and youth agencies. We have provided a one-off grant, through the City Growth Fund, of \$80,000 to assist with the purchase and fit-out of a vehicle to ensure this service continues and is able to take a more targeted approach to when and where its services are delivered. Supporting safe enjoyment of events in Wellington.
- *NZ Festival support.* 2019/20 will be a challenging year for the NZ Festival with the St James Theatre and Town Hall venues both unavailable. We will support the Festival through a grant of \$750,000 from the City Growth Fund to provide a range of initiatives that will counter the closure of these venues. This investment from the City Growth Fund will ensure the quality of the Festival is retained and appropriate infrastructure is in place to support this.
- *City Mission support.* We will provide a one-off \$500,000 grant from the City Growth Fund to support the development of additional housing that will assist individuals and families who are at risk of remaining or falling back into homelessness.

Looking ahead

Indoor arena. A site has been identified and concept plans completed for this significant project at Harbour Quay, which aims to add a 12,500 seat indoor arena to the city's venues bringing more high-profile music acts and events to Wellington. The plan aims to stimulate growth in an under-utilised part of the city, and act as a catalyst for new development. A precinct of residential, commercial and retail buildings is envisioned as part of the plan. Given the size of this project the identified site is likely to be the only suitable site, however Centreport owns the site and more discussion is required with the associated stakeholders about the future development of the port land and whether the land is available and suitable for an indoor arena. Work done to date by engineers show that there are solutions to the land resilience challenges on this site, however, further work will be done once we have a better understanding of the port development plans.

North Kumutoto waterfront space. The final stage (site 9) of development of the North Kumutoto waterfront space is currently being planned. This follows on from the completion of the new PwC building (site 10) and upgrade of public space (site 8), with work anticipated to start in 2020/21.

What it costs⁸

	2019/20 Annual Plan \$000
Opex ⁹	39,411
Capex	3,600

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the appendices.

We also monitor outcome indicators to monitor progress toward outcomes for the city, these indicators are at least partly out of our control. For these indicators, please refer to Our 10-year Plan 2018-28 on our website.

Rationale	What we measure	Activities
3.1 City promotions and business support		
<ul style="list-style-type: none"> To attract and retain talented residents To grow tourism spend and economic returns from events To grow inward investment and exports To sustain city vibrancy 	<ul style="list-style-type: none"> Business improvement districts Wellington Regional Economic Development Agency (WREDA performance (12 measures) Wellington Regional Stadium Trust performance (6 measures) 	<ul style="list-style-type: none"> 3.1.1 WREDA and venues 3.1.2 Wellington Convention Centre 3.1.3 Retail support 3.1.4 City Growth Fund 3.1.5 Major economic projects 3.1.6 International relations 3.1.7 Business Improvement Districts (BIDs)

⁸ Note this is based on the consultation budget, this will be updated with decisions made at the Annual Plan committee meeting of 6 June.

⁹ Total gross operating expenditure

4 Oranga ahurea | Cultural wellbeing

We want Wellington to remain as the cultural capital of New Zealand.

We provide opportunities to develop the city's cultural scene to build engaged and curious communities. We provide support for galleries and museums, community arts and cultural support, and arts partnerships. We develop and deliver a range of city events, and support community events.

We're investing in arts and culture to maintain our position both nationally and internationally as a vibrant, edgy capital.

In this section

This section includes, for the following groups of activities, what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs.

4.1 Arts and cultural activities

What we do – an overview

- Manage Toi Pōneke Arts Centre and the City Art Collection
- Run a programme of arts residencies, public art and pakiTara0toi – Art on walls programme
- Develop and deliver city events and festivals such as Very Welly Christmas Festival. Ahi Kā, Te Rā o Waitangi, Gardens' Magic, Pacifika festival, and ReCut; and support a range of community festivals such as Newtown festival and Chinese New Year.
- Provide funding support to Te Papa Tongarewa
- Through the Museums Trust, we provide support to Wellington Museum, City Gallery, Capital E, the Cable Car Museum, Carter Observatory (Space Place) and Nairn Street Historic Cottage

Snapshot of this activity¹⁰

- 725,000 visits to our museums and galleries per year (excluding Te Papa)
- 1.5 million visits to Te Papa per year
- 93% of Wellingtonians agree that Wellington has a rich and culturally diverse arts scene
- 82% attendee satisfaction with Council-supported events
- \$25.1 million the NZ Festival's estimated contribution to Wellington's economy

What's changing and why

St James. The St James Theatre has played an important role in the social and cultural lives of Wellingtonians as a leading venue for theatre, film, music and ballet, for over a century. Seismic strengthening is required to bring this theatre up to a minimum of 67 percent of the New Building Standard (NBS). Our 10-Year Plan budget of \$14.9 million for the strengthening of the St James Theatre was based on a concept design, which was developed prior to the building being available for extensive investigation. An intensive building survey and detailed structural design revealed more complex seismic strengthening would be required at an additional \$8.1 million. A further \$8.6 million is also proposed to complete the recommended building and theatre system upgrades during

¹⁰ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

the closure of the theatre. The total cost of the project is now expected to be \$31.3 million over the next three years.

Town Hall. Wellington's Town Hall has significant cultural value as a focal-point for democratic, social and community activities. Through the 2018-28 10-Year Plan, the Council approved a budget of \$97.4 million to strengthen and refurbish the building, following its closure after the Seddon Earthquake in 2013. The approval was linked to the granting of a long-term lease to the NZ Symphony Orchestra (NZSO) and Victoria University School of Music (VUW) to create a music hub. Since the approval in Our 10-Year Plan further testing, investigation, design and the tendering process has occurred. We now have a better understanding of the extent and likely cost of the works required to strengthen and restore the Town Hall.

Revised cost for the Town Hall project is \$112.4 million excluding contingency and is due to start mid-2019 and take four years to complete. The costs have increased as the structural and ground conditions make it a highly complex project. The highly competitive construction market has also impacted on the project costs. It is proposed that the Annual Plan budget is revised to accommodate the revised timing and higher than budgeted cost.

This project would see the Council retain 40 percent of the total occupancy. NZSO and VUW will share access to the remaining 60 percent, creating a music hub with three shared performance spaces. This will enhance the city's reputation as a vibrant, centre for the arts, while also bringing in rental revenue. The design will restore public access to Town Hall facilities through events, public Council meetings and pedestrian access between Wakefield Street and Civic Square.

Our work programme 2019/20

Aho-Tini. In collaboration with WellingtonNZ (WREDA) and a group of stakeholders, we are making a strategic commitment to working together to realise the creative potential in the city. Following the launch of the Aho Tini concept in June 2019, we will follow through with our commitment to arts with our partners.

Investment in the arts. We will continue our investment in professional and community arts and cultural projects via three-year funding contracts for established organisations and funding to support one-off projects. Support for high-quality new local theatre and dance works will be offered via the Arts and Culture fund.

What it costs¹¹

	2019/20 Annual Plan
	\$000
Opex ¹²	22,586
Capex	16,941

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the appendices.

¹¹ Note this is based on the consultation budget, this will be updated with decisions made at the Annual Plan committee meeting of 6 June.

¹² Total gross operating expenditure

We also monitor outcome indicators to monitor progress toward outcomes for the city, these indicators are at least partly out of our control. For these indicators, please refer to Our 10-year Plan 2018-28 on our website.

Rationale	What we measure	Activities
<i>4.1 Arts and cultural activities</i>		
<ul style="list-style-type: none"> For city vibrancy and cultural expression To build and maintain a sense of place and identity To grow visitation and exposure to creativity and innovation 	<ul style="list-style-type: none"> High quality events Arts and cultural sector support Funding success CCO - Wellington Museums Trust performance (5 measures) 	<ul style="list-style-type: none"> 4.1.1 City galleries and museums (Wellington Museums Trust) 4.1.2 Visitor attractions (Te Papa / Carter Observatory) 4.1.3 Arts and cultural festivals 4.1.4 Cultural grants 4.1.5 Access and support for community arts 4.1.6 Arts partnerships 4.1.7 Regional amenities fund

5 Pāpori me te hākinakina | Social and recreation

We aim for strong, healthy communities.

Our focus in this area is on recreation provision, social initiatives and community support, and public health and safety. People are at the heart of everything we do, from providing shelter and support to our most vulnerable residents to investing in infrastructure such as halls and sportsgrounds to meet community needs. We try to make sure people have access to services and activities that help them lead healthy, connected lives.

Overall these activities contribute to the development of opportunities for people to live healthy lifestyles, realise their potential, and enjoy their city.

In this section

This section includes, for the following groups of activities, what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs.

5.1 Recreation promotion and support

5.2 Community support

5.3 Public health and safety

What we do – an overview

- Manage and maintain a range of recreation and leisure facilities, including swimming pools, recreation centres, outdoor sports facilities and playgrounds
- Support the Basin Reserve Trust to manage and operate the Basin Reserve
- Provide access to libraries and community spaces
- Provide subsidised rental for low-income Wellingtonians
- Ensure everyone has access to clean and safe public toilets
- Facilitate, through regulation, a safe and enjoyable food and alcohol scene

Snapshot of this activity¹³

- 1.2 million swimming pool visits per year
- 2.4 million physical visits to libraries
- 79% people agree Wellington offers a wide range of recreation activities
- 76% people who feel safe in the city centre after dark
- 94% City Housing tenants satisfied with services and facilities

What's changing and why

Arlington development. Last year when we adopted Our 10-Year Plan, we signalled that that we would investigate opportunities to partner with other agencies – including other housing providers, developers and central government – to deliver more affordable housing in Wellington. Arlington apartments, in Mt Cook, is the Council's largest social housing site, made up of three sites. The majority of the site was deemed no longer fit-for-purpose and most of the homes on site 1 have stood empty for a period of time.

¹³ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

An agreement with Housing New Zealand for the redevelopment of Arlington sites 1 and 3 is proposed, we consulted on this during May 2019 [feedback results to be inserted for final plan].

Alex Moore Sports Hub. Council has been working with Alex Moore Park Sport and Community Incorporated (AMPSCI) group regarding the development of a sporting hub at Alex Moore Park in Johnsonville which will be used by a number of sports and community groups. The Council will manage the build over two years. The total cost to build the hub is \$4.2 million of which the group will contribute \$2 million. The Council will manage the build over two years.

Community Housing support. Aligned to our goal of ensuring all Wellingtonians are well housed, we will be supporting a community housing provider, Dwell Housing Trust, to deliver 14 housing units in Kilbirnie. Dwell aims to provide safe, secure and comfortable homes for people in need or are on a low income. Dwell currently takes applications from the Ministry of Social Development's Social Housing Register when they have vacancies. This allows allocation of housing vacancies to those most in need. We will provide a grant of \$60,400 to cover the development contribution associated with this development. This will be funded from prior year surpluses so will not affect the 2019/20 rates requirement.

Wellington City Library. On 19 March 2019 we made the decision to close the Central Library after receiving advice from engineers that the building has structural vulnerabilities which may mean it may not perform well in the event of a significant earthquake. The footpath around the Library building and the public car park has also been closed. The Library will be closed until further notice, as we start to investigate options and make some decisions about what approach we take to repairs.

A small network of 'pop-up' sites in the CBD is planned to meet the service gap, supported by a warehouse to store and enable access to items.

The overall financial impact of the closure on operational expenditure, including lost revenue from the basement carpark and the end of tenancy of Clarks café, is \$4.5 million per year. In addition we will need to invest an additional \$6.0 million of capital expenditure on fitting out pop-up and warehouse solutions.

Due to the timing of the closure in relation to the Annual Planning cycle, Council have agreed to debt fund the net additional expenditure in 2019/20 and budget for this additional expenditure through the next Annual Plan in 2020/21.

Our work programme in 2019/20

Waitohi. Johnsonville's new Waitohi community hub is on track and budget (total budget is \$22.5 million), and due for completion in Summer 2019/20. The kindergarten is scheduled to open in August ahead of the new library, café and reception for the swimming pool. There will also be a link through to Memorial Park, the library and a new swimming pool entrance. For updates on this project, see our engagement site <https://letstalk.wellington.govt.nz/waitohi-community-hub>

Newtown and Aro Community centre upgrades. Community facilities help bring people together, strengthen communities and provide a platform to deliver the activities and services that contribute to community wellbeing. The interior upgrades of the Newtown and Aro community centres are currently in the design phase, with construction set to begin in 2019/20 at a budget cost of \$3.9 million.

Homelessness and supported living. Driven by Te Mahana, our Homelessness Strategy, we will be supporting a number of organisations in an effort to end homelessness, making it rare, brief and non-reoccurring. In 2019/20 this includes:

- Downtown City Ministry (DCM), in December 2018 we entered into a three-year contract to deliver outreach services for people who are sleeping rough and tenancy-sustaining services for those most vulnerable to homelessness.

- City Mission support, as discussed in the economic development fund, we will provide a one-off \$500,000 grant from the City Growth Fund to support the development of additional housing that will assist individuals and families who are at risk of remaining or falling back into homelessness.

These initiatives strongly align with and support the Central Government's Housing First programme which is designed to house people quickly then provide intense wraparound support for people who have been chronically homeless. The Council also grants support for emergency and transitional housing services such as the Wellington Night Shelter and the Wellington Homeless Women's Trust.

Karori Events centre. The Karori Events Centre is a community driven project which has resulted in the building of an events centre within the hub of community facilities in Karori, this includes the community centre, library and recreation centre.

The Karori Events Centre has been constructed and will provide an inviting venue where people can pursue their interests and connect with the community in a welcoming, inclusive and safe environment. The centre is still to be fitted out before it can become operational however. The Trust has estimated that the full cost of the fit-out is expected to be \$1.1 million, as per a 2016 estimate.

Council officers will work with the Karori Events Trust in the coming months to discuss possible options and opportunities that would assist the Trust to complete the construction and fit-out of the facility. Council will also work with the trust to progress a plan to enable the future sustainable operation of the Centre.

Basin Reserve. The Basin Reserve is ranked among the world's top-10 cricket venues, and is known as one of New Zealand's most picturesque and historic cricket grounds. Substantial progress has been made on upgrading the ground with the RA Vance stand, terraces, scoreboards and players pavilion now completed. Work will focus on completing the strengthening and restoration of the Museum Stand in 2019/20 at a total cost of \$7.7 million, capital investment from Council will be \$6.7 million, with \$1 million contribution from The Basin Reserve Trust.

Looking ahead

Newlands community park development. During 2019/20, planning work will begin on improving Newlands Park, which will include investment in a community play space. Investment of \$3.6 million of capital expenditure is budgeted to make improvements to the park, beginning in 2020/21. Altogether, \$1.5 million of the required funding will be allocated from the Plimmer Trust.

What it costs¹⁴

	2019/20 Annual Plan
	\$000
Opex ¹⁵	125,915
Capex	30,837

¹⁴ Note this is based on the consultation budget, this will be updated with decisions made at the Annual Plan committee meeting of 6 June.

¹⁵ Total gross operating expenditure

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the appendices.

We also monitor outcome indicators to monitor progress toward outcomes for the city, these indicators are at least partly out of our control. For these indicators, please refer to Our 10-year Plan 2018-28 on our website.

Rationale	What we measure	Activities
5.1 Recreation promotion and support		
<ul style="list-style-type: none"> To encourage active and healthy lifestyles To enable participation in sporting and other group activities For social cohesion and connectedness 	<ul style="list-style-type: none"> High quality experience Utilisation Affordability City recreation promotion Basin Reserve Trust performance (9 measures) 	5.1.1 Swimming pools 5.1.2 Sportsfields 5.1.3 Recreation programmes 5.1.4 Recreation centres 5.1.5 Recreation partnerships 5.1.6 Playgrounds 5.1.7 Marinas 5.1.8 Golf course
5.2 Community Support		
<ul style="list-style-type: none"> To foster diverse and inclusive communities To enable people to connect with information and with each other 	<ul style="list-style-type: none"> Libraries experience, utilisation, amenity, and affordability Community centres utilisation Community advocacy Funding success Housing quality and usage Housing upgrade project 	5.2.1 Libraries 5.2.2 Access support (Leisure Card) 5.2.3 Community advocacy 5.2.4 Grants (social and recreation) 5.2.5 Social housing 5.2.6 Community centres and halls
5.3 Public health and safety		
<ul style="list-style-type: none"> To maintain health standards To help people feel safe 	<ul style="list-style-type: none"> Efficiency Timeliness Hygiene standard 	5.3.1 Burials cremations 5.3.2 Public toilets 5.3.3 Public health regulations 5.3.4 City safety 5.3.5 Wellington Regional Emergency Management Office (WREMO)

6 Tāone tupu ora | Urban development

We want to see our city thrive as it grows.

Our work in this area includes enhancing CBD public space, making improvements to the waterfront and suburban centres, developing public spaces such as urban parks and squares, looking after heritage in the city, assessing and issuing building and resource consents, ensuring earthquake-prone buildings are strengthened, and planning for the city's development.

These activities matter to the lives of individual Wellingtonians and to the community as a whole; they enable the city to grow while retaining its unique sense of place and liveability; and they provide the opportunity for people to live, work and play in an urban environment that is both attractive and sustainable.

In this section

This section includes, for the following groups of activities, what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs.

6.1 Urban planning, heritage and public services development (including waterfront development)

6.2 Building and development control

What we do – an overview

- Assess earthquake-prone buildings and set times for strengthening work
- Plan for future growth of the city
- Undertake building and resource consent work
- Carry out suburban centre upgrades and laneway improvements
- Enhance the CBD public space, urban parks and squares
- Support the protection of heritage buildings in the city

Snapshot of this activity¹⁶

- \$440 million value of residential building consents
- \$272 million value of non-residential building consents
- 86% residents agree the central city is lively and attractive
- 92% residents agree Wellington is a great place to live, work and play

What's changing and why

Built Heritage Incentive and Resilience Fund. We are increasing funding to \$1 million per year through two separate funds to capture a broader range of earthquake resilience projects than the current fund. The two funds are likely to be allocated to the following areas:

- \$500,000 toward supporting owners of earthquake-prone heritage buildings, for example support in obtaining heritage advice
- \$500,000 toward supporting owners of earthquake-prone buildings to meet associated costs of earthquake-strengthening their buildings, for example on engineering assessments and traffic management plans.

¹⁶ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

Band Rotunda strengthening. After seeking registrations of interest for the redevelopment of the Band Rotunda at Oriental Bay in mid-2018, Council have accepted a proposal from Cheops Holdings. Cheops Holdings specialises in restoring and rejuvenating historic, underutilised buildings across Wellington, previous projects include the Press Hall precinct, Public Trust Building and 15 Stout Street. The upgrade will see the rotunda meet at least 80 percent of National Building Standards, an upgrade to the interior to suit a hospitality operator and public access to the building maintained while also ensuring this landmark contributes to heritage and urban design values of the area. We have included \$300,000 in operational funding in the budget to facilitate and contribute to the redevelopment. This proposal allows for the upgrade of a much loved and iconic building on Wellington's waterfront in a cost-effective manner.

Our work programme 2019/20

Earthquake Prone Buildings. There are currently around 600 EPBs in Wellington. Around 120 of these are heritage buildings. Owners of these buildings are required to undertake work to bring them up to a satisfactory level of structural integrity. This year, we will continue to work with building owners and will develop an enhanced advisory service to support this programme of work, as promoted by Inner City Wellington and others. There will be a particular emphasis on buildings that have been identified as Priority Buildings, where timelines for strengthening will be reduced to 7.5 years. We are in liaison with Central Government around the EPB framework and will ensure that Council and Government effort is integrated and complementary.

Looking ahead

Planning for Growth. We are expecting an additional 50-80,000 more people to call Wellington home over the next 30 years. We are required, under the National Policy Statement on Urban Development Capacity, to ensure we have enough land available to meet residential and commercial land demand across the city for the short, medium and long-term. To ensure we can accommodate this growth we need to have a coordinated plan. We need to review our Urban Growth Plan and the District Plan to be able to direct the expected population growth into the most appropriate places, manage new development to ensure the city remains compact, inclusive and connected, green, resilient, vibrant and prosperous, and to attract meaningful investment.

In May 2019 we consulted on four growth scenarios, through our Planning for Growth, programme. The submissions we received will inform a spatial plan for the city by early 2020. The spatial plan is a coordinated plan to manage urban growth and development and will set the policy direction to inform the District Plan review. We will develop the plan in coordination with Greater Wellington Regional Council's regional plan.

Making Wellington more accessible. We are committed to making Wellington more accessible. In partnership with the Council's Accessibility Advisory Group, we will finalise a new three-year Accessible Action Plan for the city. While some actions will be funded from existing work programmes, others may require additional funding. Any new initiatives will be considered in future annual and long-term plans.

What it costs¹⁷

	2019/20 Annual Plan \$000
Opex ¹⁸	32,837
Capex	41,542

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the appendices.

We also monitor outcome indicators to monitor progress toward outcomes for the city, these indicators are at least partly out of our control. For these indicators, please refer to Our 10-year Plan 2018-28 on our website.

Rationale	What we measure	Activities
6.1 Urban planning, heritage and public spaces development		
<ul style="list-style-type: none"> To enable smart growth/urban containment For open public spaces For character protection 	<ul style="list-style-type: none"> High-quality development Protecting heritage 	6.1.1 Urban planning and policy development 6.1.2 Waterfront development 6.1.3 Public spaces and centres development 6.1.4 Built heritage development 6.1.5 Housing development
6.2 Building and development		
<ul style="list-style-type: none"> To protect public health and safety For resilience 	<ul style="list-style-type: none"> Effective planning Timeliness Customer focus Compliance 	6.2.1 Building control and facilitation 6.2.2 Development control and facilitation 6.2.3 Earthquake risk mitigation – built environment 6.2.4 Regulatory – building control and facilitation (weathertight homes)

¹⁷ Note this is based on the consultation budget, this will be updated with decisions made at the Annual Plan committee meeting of 6 June.

¹⁸ Total gross operating expenditure

7 Ngā waka haere | Transport

We want a safe, efficient and reliable transport system.

A good transport system should do more than just move people and goods efficiently. It should benefit people's overall quality of life, support economic productivity, help create healthy urban neighbourhoods that are people focused, and reduce the city's carbon emissions.

We're investing in transport options to maintain easy access in and around our city, promoting alternatives to private car usage, managing congestion and acting as a catalyst for urban renewal and sustainable growth.

In this section

This section includes, for the following groups of activities, what's changing since we released Our 10-Year Plan, other key projects coming up, key performance measures and what it costs.

1.1 Transport

1.2 Parking

What we do – an overview

- Maintain, develop and improve infrastructure to support different forms of transport.
- Encourage more sustainable and cost-effective transport options, such as walking, cycling and public transport.
- Make ongoing improvements to the safety of our transport network.
- Support the Wellington Cable Car.
- We provide around 10 percent of the public parking in central Wellington to facilitate convenient access to the city.
- **Snapshot of this activity¹⁹**
- 885km pedestrian paths
- 31.3km cycleways
- 14,500 LED street lights
- 11,000 pedestrians entering the Central Business District everyday (on an average weekday – pedestrian cordon survey 2017/18)
- 53% residents who believe that parking enforcement is fair

What's changing and why

Parking. We need to make the best use of our limited street space and want to encourage more people to walk, cycle or ride public transport, instead of using private vehicle transport and parking. Therefore we are making a number of changes to our parking service, these are:

- Limit free parking for Freyberg Pool and Gym members to two hours per day, but with an additional two hours available at the hourly rate of \$2.50.
- Increase Coupon Parking, including suburban trade coupons (Monday to Friday) from \$8.50 to \$12, per day. The monthly rate would move from \$135 to \$200.
- Change the 60-minute free parking zone in upper Cuba St to 120 minutes metered parking.

¹⁹ Snapshot figures come from WCC Annual Report 2017/18 performance and outcome indicator information

- Change the cost of metered parking on the city fringe from \$1.50 to \$2.50 per hour, seven days a week.
- Increase the cost of metered parking (Monday to Friday) from \$3 to \$3.50 per hour in the green zone and \$4 to \$4.50 per hour in the yellow zone (see maps and zone descriptions in the Changes to Fees and Charges section from page 31 for the zones).
- Change the annual cost of a Residents Parking Permit from \$126.50 to \$195.
- Change the Coupon Exemption Permit from \$71.50 to \$120 per annum.
- Trial the use of fixed cameras to improve enforcement of bus lanes, bus stops, clearways and broken yellow lines.

These changes will make sure those who use our parking services continue to pay for it. They will also support our city's goals to encourage greater use of public transport and active modes of transport.

For details of these fees and maps of parking zones, please refer to Appendix 2: Fees and user charges.

Cycling masterplan. A number of projects designed to make things easier and safer for people on bikes and on foot will continue through 2019/20 as part of our cycleways programme. These include:

- Cobham Drive
- Evans Bay
- Kilbirnie connections.

While we expect to see the projects above taking shape, or being completed in 2019/20, more design work and community engagement is required to decide how to provide safer bike routes in Berhampore, Newtown and Mount Cook.

We aim to secure as much Government support as we can for work in the south (up to 75 percent). So on the advice of the NZ Transport Agency, we will plan all the connections between the south coast and the city and seek funding for the whole lot in one go, including the planned redesign of The Parade in Island Bay.

This means construction on the following projects may not begin until 2020/21:

- Newtown Connections – Berhampore, Newtown and Mount Cook.
- Island Bay redesign.

Our work programme in 2019/20

Bus shelters. We will work with Greater Wellington Regional Council to prioritise and add bus shelters to our network. New shelters are prioritised based on a number of factors including how many and how frequently people board a bus, the weather and exposure, distance between stops/shelters and customer requests. We're doubling the budget for bus shelters in 2019/20 which will allow us to progress more of the new shelters from our list.

Variable messaging signs (VMS). We will purchase five new electronic signs to be used across the network to help people plan their journey and inform them of potential hazards. They can, for example, be used to warn people of construction works or events that may disrupt their journey.

Safer roads – minor safety improvements and safer speed limits. We have allocated \$1.3 million per year towards initiatives that deliver road safety benefits. The programme is developed using a risk-based prioritisation process and may be adapted as safety issues arise. The following are likely to progress in 2019/20:

- Safer speed limit in the CBD.

- Intersection improvements in Hataitai, Brooklyn and Te Aro.
- Safer shopping area speed limits in Tawa, Linden, Karori and Marsden village.

Transport resilience. Parts of the transport network are on steep hills that require substantial retaining structures and tunnels. The network is also susceptible to damage from storm events. Strengthening our infrastructure, and clean-ups following storms remain a focus. The projects that will be progressed in 2019/20 include Ngaio Gorge rock bluffs, the Chaytor Street retaining wall in Karori and improvements to the Northland tunnel.

Looking ahead

Let's Get Wellington Moving (LGWM) is a joint initiative between Wellington City Council, Greater Wellington Regional Council, and the NZ Transport Agency to develop a transport system that supports the public's aspirations for how the city looks, feels, and functions.

In May 2019 the Government announced the LGWM Indicative Package and committed to support the \$6.4 billion plan for this transformational project over two decades.

The programme partners are now working on the next steps for the LGWM programme. These include:

- Engaging with stakeholder groups to discuss the indicative package and the way forward for the programme
- Agreeing the funding requirements for LGWM's implementation
- Starting work on a programme of early delivery to start moving more people with fewer vehicles
- Starting detailed business case work on the larger elements of the programme
- Developing a new partnership agreement and delivery model to deliver the programme

Council will consider these issues over the coming months. We expect to be able to cover our share of the expenditure in 2019/20 from existing budgets and will reconsider budget impacts in future annual and long-term plans, once we confirm our share of the programme. To find out more, visit the LGWM project website <https://getwellymoving.co.nz/the-plan/>

Petone/Grenada link. The Petone to Grenada project is one of a number of roading schemes currently being reviewed by NZTA, to evaluate whether they align with the new vision for our transport network. Once this has been completed, work may proceed as currently planned, be staged differently or lower cost options explored. This could mean that previously shortlisted options, or even the preferred option, may change. The NZTA Board met in December to consider next steps, however there is still more work to be done. NZTA expect to be able to make announcements about decisions on these projects in the coming months. This NZTA-led project is expected to unlock access in the Lincolnshire development in Horokiwi.

Cycling masterplan. Over the next 10 years and beyond, Wellington City Council is partnering with NZTA and central government to deliver a fully connected cycle network throughout Wellington. By 2028 the cycle network is expected to see connections developed to the south through Newtown, Berhampore and Island Bay, to the outer eastern suburbs, including Miramar, and Strathmore Park. NZTA is expected to develop a connection to the Hutt Valley. Karori, Highbury, Kelburn and Brooklyn will all become part of the network. Safer connections from Johnsonville, Newlands, Churton Park and Tawa will be added from the north, and Thorndon and the CBD are expected to be improved as part of the LGWM programme.

What it costs²⁰

	2019/20 Annual Plan \$000
Opex ²¹	87,046
Capex	52,839

Measuring our performance

We use performance measures to track how well we are delivering services against targets, the following represents the groups of measures we have for each group of activities. For details of individual performance measures and targets, see the appendices.

We also monitor outcome indicators to monitor progress toward outcomes for the city, these indicators are at least partly out of our control. For these indicators, please refer to Our 10-year Plan 2018-28 on our website.

Rationale	What we measure	Activities
7.1 Transport network		
<ul style="list-style-type: none"> • So our transport networks are reliable • To increase mode share and reduce emissions • For road safety 	<ul style="list-style-type: none"> • Network condition and maintenance • Active modes promotion • Network safety • Network efficiency and congestion • Public transport enablement • Wellington Cable Car Limited performance (7 measures) 	<ul style="list-style-type: none"> 7.1.1 Transport planning 7.1.2 Vehicle network 7.1.3 Cycle network 7.1.4 Passenger transport network 7.1.5 Pedestrian network 7.1.6 Network-wide control and management 7.1.7 Road safety
7.2 Parking		
<ul style="list-style-type: none"> • To enable people to shop, work and access recreation activities 	<ul style="list-style-type: none"> • Efficiency • Equity • Availability 	<ul style="list-style-type: none"> 7.2.1 Parking

²⁰ Note this is based on the consultation budget, this will be updated with decisions made at the Annual Plan committee meeting of 6 June.

²¹ Total gross operating expenditure

Ngā rōpū e here ana ki te Kaunihera | Council-Controlled Organisations (CCOs)

To achieve our objectives for Wellington, we have established several companies and trusts. These were set up to independently manage Council facilities, or to deliver significant services and undertake development on behalf of the Wellington community.

Where necessary, we provide funding to support their operations and capital investment requirements.

The following pages provide a summary of what the organisations do, their objectives, structure, and how their performance is measured. For detail on the performance measures that WCC will be reporting on for CCOs, please refer Our 10-year Plan.

Wellington Regional Stadium Trust



The Trust owns, operates and maintains the Stadium as a high-quality multi-purpose sporting venue. All of its trustees are jointly appointed by the Council and GWRC.

Objectives	Activities	Performance measures
The Wellington Regional Stadium Trust owns, operates and maintains the Stadium as a high-quality multi-purpose sporting and cultural venue. It provides facilities to be used for rugby, cricket and other sports codes, musical and cultural events, and other users, including sponsors and event and fixture organisers.	<ul style="list-style-type: none"> Operates the Stadium Manages the event programme and seeks opportunities to provide regular quality events Ensures the Stadium is provided to the community for appropriate usage Administers the Trust assets and the Stadium on a prudent commercial basis 	<ul style="list-style-type: none"> Total revenue Net surplus Number of events Attendance Satisfaction

For performance measures and targets, please refer to Our 10-year Plan.

Note: The Wellington Regional Stadium Trust is not formally defined as a CCO. This plan for its activities is presented to recognise the interest that Wellington City ratepayers have in the Trust and its activities.

Wellington Museums Trust



The Trust, which trades as Experience Wellington, operates six institutions on behalf of Wellington City Council. These are Capital E, Space Place at Carter Observatory, City Gallery Wellington, Nairn Street Cottage, Wellington Museum and the Cable Car Museum. All trustees are appointed by the Council.

Objectives	Activities	Performance measures
<p>The Wellington Museums Trust (WMT) was established in 1995 to promote and manage the City Gallery Wellington, the Museum of Wellington City and Sea, the Colonial Cottage, Capital E, the Wellington Cable Car Museum and the Carter Observatory (Space Place).</p> <p>Experience Wellington manages its facilities, establishes exhibition programmes and education policies for its facilities, and develops acquisition, de-accession and collection development policies for its collections and artefacts.</p>	<p>Delivers high-quality experiences, events and exhibitions at its facilities</p> <p>Manages conservation and care for the objects of its collections, and conduct research and development to enhance visitors' experiences</p> <p>Offers quality education experiences to children and young people</p> <p>Promotes and protect the heritage of venues</p> <p>Works with national and international artists and collectors</p>	<p>Total visitor to our museums</p> <p>WCC subsidy per visitor</p> <p>Total Revenue</p> <p>Cost to Council</p> <p>Satisfaction</p>

For performance measures and targets, please refer to Our 10-year Plan.

Wellington Regional Economic Development Agency (WREDA)



WREDA combines the economic development activities of Wellington City Council and GWRC into one organisation. Wellington City Council is an 80 percent shareholder.

Objectives	Activities	Performance measures
<p>WREDA is an economic development agency that brings together the region's economic development agencies (city tourism, Creative HQ, venues (Positively Wellington Venues), and the Council's major event activities.</p>	<p>Markets and promotes Wellington as a destination for tourists, migrants, students, businesses and investors</p> <p>Helps businesses grow and innovate</p> <p>Advocates for Wellington's economy</p> <p>Attracts and promotes conferences, performances and major events</p> <p>Operates the civic venues</p>	<p>Number of events</p> <p>Return on Investment via out-of-Wellington spend (events)</p> <p>Attendance</p> <p>Share of conference market</p> <p>Visitor spend revenue</p> <p>Grants</p>

For performance measures and targets, please refer to Our 10-year Plan.

Wellington Zoo Trust

WELLINGTON



The Trust manages the Zoo's assets and operations. All trustees are appointed by the Council.

Objectives	Activities	Performance measures
The Wellington Zoo Trust manages the assets and operations of Wellington Zoo for the benefit of the residents of Wellington and visitors to the city. It promotes species conservation, educates the community by building an awareness of plant and animal species, and supports the conservation and educational activities of other organisations.	<ul style="list-style-type: none"> Cares for resident animals and manages the animal collection Provides a high-quality visitor experience Participates in captive management breeding and breed-for-release programmes Develops and maintains high-quality animal exhibits Delivers educational material and learning experiences Contributes to zoological, conservation and facilities management research projects 	<ul style="list-style-type: none"> Number of visitors Average Council subsidy per visitor Average income per visitor Maintain carbonZero certification Satisfaction

For performance measures and targets, please refer to Our 10-year Plan.

Basin Reserve Trust



The Trust has four trustees – two are appointed by the Council and two by Cricket Wellington.

Objectives	Activities	Performance measures
The Basin Reserve Trust manages and operates the Basin Reserve to continue to attract national and international sporting events to Wellington.	<ul style="list-style-type: none"> Manages the Basin Reserve for recreational activities and the playing of cricket for the residents of Wellington Contributes to the events programme for Wellington Operates as a successful not-for profit undertaking Preserves and enhances the heritage value of the Basin Reserve Provides the home for the NZ Cricket Museum 	<ul style="list-style-type: none"> Number of event days (Basin Reserve usage) Attendance at events Revenue & Grants

For performance measures and targets, please refer to Our 10-year Plan.

Karori Sanctuary Trust



The Trust became a CCO on 1 October 2016. The Council has the overall responsibility for appointing members to the Trust board.

Objectives	Activities	Performance measures
To connect people with our unique natural heritage, and inspire actions that transform how people live with nature in our cities, towns and beyond.	<p>Manages ongoing conservation and restoration work in the sanctuary</p> <p>Works with organisations and community groups to support local biodiversity</p> <p>Provides educational experiences</p> <p>Connects people to New Zealand's unique heritage</p>	<p>Visitor numbers</p> <p>Average Council subsidy per visitor</p> <p>Average income per visitor</p>

For performance measures and targets, please refer to Our 10-year Plan.

Wellington Cable Car Limited



Wellington City Council is the 100 percent shareholder and appoints all the directors.

Objectives	Activities	Performance measures
Wellington Cable Car Limited owns and operates the Cable Car.	<p>Maintains the cable cars and associated track, plant, tunnels, bridges and buildings in accordance with best engineering practice, and to meet the certification requirements of the NZTA</p> <p>Markets and manages the cable car passenger service operation</p>	<p>Cable car passenger trips</p> <p>Total income earned</p> <p>Tourist satisfaction survey</p> <p>Revenue & Grants</p> <p>Reliability</p>

For performance measures and targets, please refer to Our 10-year Plan.



Wellington Water is owned by the Hutt, Porirua, Upper Hutt and Wellington City councils and GWRC. The councils are all equal shareholders and each council owns its respective water, stormwater and wastewater assets.

Objectives	Activities	Performance measures
<p>To manage the provision of water services (water supply, stormwater and wastewater) to the residents and businesses in the areas served by its customers.</p> <p>Wellington Water's customers are Wellington City Council, Hutt City Council, Porirua City Council and Upper Hutt City Council.</p>	<p>Provides high-quality, safe and environmentally sustainable services to shareholding councils and other customers with a focus on contracted service delivery for the operation, maintenance and ongoing development of drinking water, stormwater and wastewater assets and services, and asset management planning</p>	<p>Provide a reliable water supply, wastewater and stormwater management service</p> <p>Deliver budgeted capital expenditure projects for its shareholding councils</p> <p>Deliver budgeted operating and maintenance activities for its shareholding councils</p> <p>Comply with relevant standards, legislation and resource consents</p>

For performance measures and targets, go to the Environment section of the detailed performance information. All measures under activities 2.3, 2.4 and 2.5 are Wellington Water measures, with the exception of the measure that reads 'residents (%) satisfied with the stormwater system', this is measured by WCC through the annual residents monitoring survey.

Part C: Financial information

Annual plan disclosure statement for year ending 30 June 2019

[to come]

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Fees and user charges

Our Revenue and Financing Policy guides our decisions on how to fund Council services. Under the policy, we take into account who benefits from a service (individuals, parts of the community, or the community as a whole) to help us determine how the service should be funded. The policy sets targets for each Council activity, determining what proportion should be funded from each of the user charges, general rates, targeted rates and other sources of income.

In line with that policy, we're proposing some changes to fees and charges in the following areas:

- 2.2.1 Waste minimisation, disposal and recycling management
- 2.4.1 Sewage collection and disposal network
- 5.1.1 Swimming pools
- 5.1.2 Sportsfields
- 5.1.7 Marinas
- 5.2.6 Community centres and halls
- 5.3.1 Burials and cremations
- 5.3.3 Public health
- 7.2.1 Parking

2.2.1 Waste minimisation, disposal and recycling management

Fee type	Current fee	Proposed fee	Fee Increase
Southern Landfill - General waste fee - per tonne	\$126.00	\$128.00	\$2.00
Southern Landfill - Special waste fee - per tonne	\$148.60	\$203.58	\$54.98

2.4.1 Sewage collection and disposal network

Fee type	Current fee	Proposed fee	Fee Increase
Up to 100m ³ /day	\$0.31/m ³	\$0.32/m ³	\$0.01m ³
Between 100m ³ /day and 7000m ³ /day	\$0.13/m ³	\$0.14/m ³	\$0.01m ³
Above 7000m ³ /day	\$0.95/m ³	\$0.98/m ³	\$0.03m ³
B.O.D - Up to 3150kg/day	\$0.33/m ³	\$0.34/m ³	\$0.01m ³
B.O.D - Above 3150kg/day	\$0.73/m ³	\$0.75/m ³	\$0.02m ³
Suspended Solids - Up to 1575kg/day	\$0.32/m ³	\$0.33/m ³	\$0.01m ³
Suspended Solids - Above 1575kg/day	\$0.58/m ³	\$0.60/m ³	\$0.02m ³

5.1.1 Swimming pools

Fee type	Current fee	Proposed fee	Fee Increase
Adult swim	\$6.00	\$6.30	\$0.30
Adult Khandallah	\$3.10	\$3.20	\$0.10
Adult Concession (10 swims)	\$54.00	\$56.70	\$2.70
Adult per month	\$60.50	\$62.00	\$1.50
Adult Year	\$724.60	\$740.00	\$15.40

5.1.2 Sportsfields

Fee type	Current fee	Proposed fee	Fee Increase
<i>Rugby, League, Soccer/Football, Aussie Rules:</i>			
Natural Turf - Seasonal: Level 1	\$2,400.00	\$2,425.00	\$25.00
Natural Turf - Seasonal: Level 2	\$1,600.00	\$1,620.00	\$20.00
Natural Turf - Training:			
Natural Turf - 1 night (season) Ground only (Unserviced)	\$390.00	\$400.00	\$10.00
Natural Turf - 2 nights (season) (Unserviced)	\$770.00	\$775.00	\$5.00
Natural Turf - 3 nights (season) (Unserviced)	\$1,160.00	\$1,172.00	\$12.00
Natural Turf - 4 nights (season) (Unserviced)	\$1,538.00	\$1,545.00	\$7.00
Natural Turf - 1 night/(season) (Serviced)	\$840.00	\$850.00	\$10.00
Natural Turf - 2 nights/(season) (Serviced)	\$1,648.00	\$1,658.00	\$10.00
Natural Turf - 3 nights/(season) (Serviced)	\$2,473.00	\$2,485.00	\$12.00
Natural Turf - Tournament fee (Base fee by Sport code) field/day	\$300 - \$500	\$320 - \$550	\$20-\$50

5.1.7 Marinas

Fee type	Current fee	Proposed fee	Fee Increase
Clyde Quay - Mooring / year	\$1,105.00	\$1,140.00	\$35.00
Clyde Quay - Boat Shed (2 to 13) / year	\$2,320.00	\$2,390.00	\$70.00
Clyde Quay - Boat Shed (14 to 27) / year	\$2,087.00	\$2,152.00	\$65.00
Clyde Quay - Boat Shed (28, 29) / year	\$2,897.00	\$2,987.00	\$90.00
Clyde Quay - Boat Shed (38B) / year	\$1,675.00	\$1,725.00	\$50.00
Clyde Quay - Boat Shed (38A to 42B, 48A, 48B) / year	\$2,407.00	\$2,477.00	\$70.00
Clyde Quay - Boat Shed (43A to 47B) / year	\$2,785.00	\$2,870.00	\$85.00
Clyde Quay - Dinghy Rack / year	\$194.00	\$200.00	\$6.00
Evans Bay - Berth / year	\$2,780.00	\$2,865.00	\$85.00
Evans Bay - Berth (Sea Rescue Jetty) / year	\$1,634.00	\$1,684.00	\$50.00
Evans Bay - Boat Shed (8 to 11) / year	\$1,094.00	\$1,129.00	\$35.00
Evans Bay - Boat Shed (1 to 7, 12 to 32) / year	\$2,189.00	\$2,254.00	\$65.00
Evans Bay - Boat Shed (33 to 46) / year	\$3,280.00	\$3,375.00	\$95.00
Evans Bay - Dinghy Locker / year	\$327.00	\$337.00	\$10.00
Evans Bay - Live-Aboard fee / year	\$572.00	\$590.00	\$18.00
Evans Bay - Trailer Park / month	\$124.00	\$128.00	\$4.00

5.2.6 Community centres and halls

Fee type	Current fee	Proposed fee	Fee Increase
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Community groups per hour	\$16.00	\$17.90	\$1.90
Commercial per hour	\$21.00	\$23.50	\$2.50
Private event per hour	\$26.00	\$29.10	\$3.10
Commercial private per hour	\$36.00	\$39.90	\$3.90
Venue security check fee / one off	\$46.00	\$50.90	\$4.90

5.3.1 Burials and cremations

Fee type	Current fee	Proposed fee	Fee Increase
Cremation - Delivery Only	\$685.00	\$692.00	\$7.00
Cremation - Committal Service	\$838.00	\$846.00	\$8.00
Cremation - Full Service	\$894.00	\$902.00	\$8.00
Cremation - Child	\$190.00	\$200.00	\$10.00
Cremation - Outside District Casket Interment	\$1,000.00	\$1,020.00	\$20.00
Plot Search	\$10.00	\$15.00	\$5.00
Change of Deed	\$63.00	\$70.00	\$7.00
Rimu Urn - Adult	\$86.00	\$90.00	\$4.00
Rimu Urn - Adult Half Size	\$60.00	\$75.00	\$15.00

5.3.3 Public health

Fee type	Current fee	Proposed fee	Fee Increase
Entire Dogs	\$172.50	\$176.00	\$3.50
Paid After 1 August / penalty	\$85.00	\$88.00	\$3.00
Desexed Dogs	\$125.00	\$127.50	\$2.50
Paid After 1 August / penalty	\$61.25	\$63.75	\$2.50
Responsible Dog owner status	\$61.50	\$62.75	\$1.25
Paid After 1 August (entire) / penalty	\$196.00	\$201.25	\$5.25
Paid After 1 August (de-sexed) / penalty	\$124.75	\$128.50	\$3.75
Working Dogs	\$52.50	\$53.50	\$1.00
Paid After 1 August / penalty	\$25.00	\$26.75	\$1.75
Working Dogs (puppies)	\$27.50	\$28.00	\$0.50
New Registrations - pro rata fees	\$88.00	\$89.80	\$1.80
Multiple dog application	\$34.00	\$34.50	\$0.50
Replacement reg tag	\$11.50	\$12.00	\$0.50
RDO Application	\$59.50	\$61.00	\$1.50
Puppies			
Month puppy was born / Month registration due	Desexed fee/Entire fee	Desexed fee/Entire fee	Increase
January / May	\$23.00/\$31.50	\$23.40/\$32.10	\$0.40/\$0.60
February / June	\$12.80/\$17.40	\$13.10/\$17.80	\$0.30/\$0.40
March / July	\$125.00/\$172.50	\$127.50/\$176.00	\$2.50/\$3.50
April / August	\$114.80/\$158.40	\$117.10/\$161.60	\$2.30/\$3.20

May / September	\$104.60/\$144.30	\$106.70/\$147.20	\$2.10/\$2.90
June / October	\$94.40/\$130.20	\$96.30/\$132.80	\$1.90/\$2.60
July / November	\$84.20/\$116.10	\$85.90/\$118.50	\$1.70/\$2.40
August / December	\$74.00/\$102.00	\$75.50/\$104.10	\$1.50/\$2.10
September / January	\$63.80/\$87.90	\$65.10/\$89.70	\$1.30/\$1.80
October / February	\$53.60/\$73.80	\$54.70/\$75.30	\$1.10/\$1.50
November / March	\$43.40/\$59.70	\$44.30/\$60.90	\$0.90/\$1.20
December / April	\$33.20/\$45.60	\$33.90/\$46.50	\$0.70/\$0.90
Imported Dogs & Puppies			
Month arrived in NZ	Desexed fee/Entire fee	Desexed fee/Entire fee	Increase
January	\$23.00/\$31.50	\$23.40/\$32.10	\$0.40/\$0.60
February	\$12.80/\$17.40	\$13.10/\$17.80	\$0.30/\$0.40
March	\$125.00/\$172.50	\$127.50/\$176.00	\$2.50/\$3.50
April	\$114.80/\$158.40	\$117.10/\$161.60	\$2.30/\$3.20
May	\$104.60/\$144.30	\$106.70/\$147.20	\$2.10/\$2.90
June	\$94.40/\$130.20	\$96.30/\$132.80	\$1.90/\$2.60
July	\$84.20/\$116.10	\$85.90/\$118.50	\$1.70/\$2.40
August	\$74.00/\$102.00	\$75.50/\$104.10	\$1.50/\$2.10
September	\$63.80/\$87.90	\$65.10/\$89.70	\$1.30/\$1.80
October	\$53.60/\$73.80	\$54.70/\$75.30	\$1.10/\$1.50
November	\$43.40/\$59.70	\$44.30/\$60.90	\$0.90/\$1.20
December	\$33.20/\$45.60	\$33.90/\$46.50	\$0.70/\$0.90
Adopted Dogs & Puppies			
Month adopted	Current fee	Proposed fee	Increase
January	\$12.50	\$12.75	\$0.25
February	\$7.60	\$7.75	\$0.15
March	\$61.50	\$62.75	\$1.25
April	\$56.60	\$57.75	\$1.15
May	\$51.70	\$52.75	\$1.05
June	\$46.80	\$47.75	\$0.95
July	\$41.90	\$42.75	\$0.85
August	\$37.00	\$37.75	\$0.75
September	\$32.10	\$32.75	\$0.65
October	\$27.20	\$27.75	\$0.55
November	\$22.30	\$22.75	\$0.45
December	\$17.40	\$17.75	\$0.35

**5.3.3 Public health continued – Alcohol
Licensing Fees**

Fee type	Current fee	Proposed fee	Fee Increase
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<i>Alcohol fees</i>			
Risk Category	Application Fee		
Very low	\$368.00	\$486.00	\$118.00
Low	\$609.50	\$805.00	\$195.50
Medium	\$816.50	\$1,078.00	\$261.50
High	\$1,023.50	\$1,351.00	\$327.50
Very high	\$1,207.50	\$1,594.00	\$386.50
	Annual Fee		
Very low	\$161.00	\$213.00	\$52.00
Low	\$391.00	\$516.00	\$125.00
Medium	\$632.50	\$835.00	\$202.50
High	\$1,035.00	\$1,366.00	\$331.00
Very high	\$1,437.50	\$1,898.00	\$460.50
Special Licences	Fee		
Class 1	\$575.00	\$759.00	\$184.00
Class 2	\$207.00	\$273.00	\$66.00
Class 3	\$63.25	\$83.00	\$19.75
Managers Certificate	\$316.25	\$316.25	no change
Temporary Authority	\$296.70	\$392.00	\$95.30
<i>Alfresco dining fees</i>			
Pavement/footpath permissions – central city (per m²) – smoking area	\$45.00	\$90.00	\$45.00
Pavement/footpath permissions – suburbs (per m²) – smoking area	\$29.25	\$58.50	\$29.25

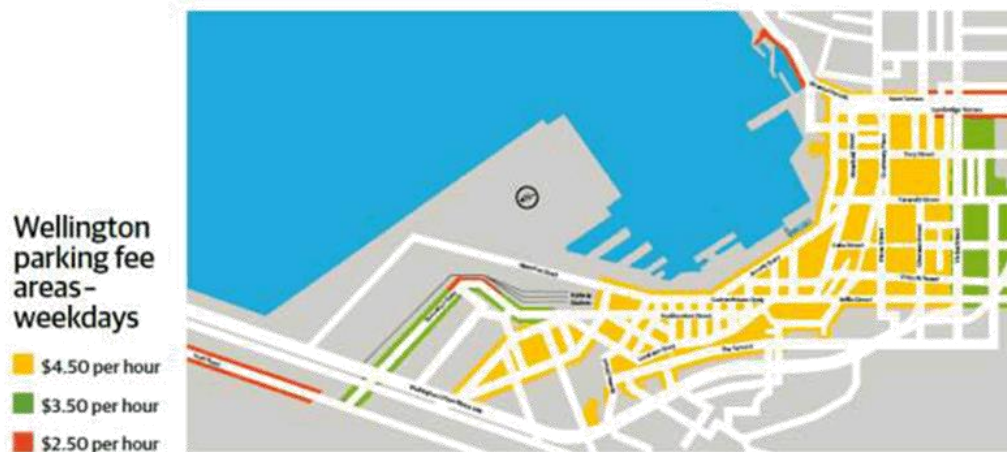
7.2.1 Parking

Proposed fee changes	Current Fee	Proposed Fee	Fee Increase
Freyberg Pool members parking per hour (after initial 2 hours free per day)	\$0.00	\$2.50	\$2.50
Fringe Parking Monday to Sunday (pink zone) / hour	\$1.50	\$2.50	\$1.00
Coupon parking / day	\$8.50	\$12.00	\$3.50
Coupon parking / month	\$135.00	\$200.00	\$65.00
Metered parking - Monday to Friday (yellow zone) / hour	\$4.00	\$4.50	\$0.50
Metered parking - Monday to Friday (green zone) / hour	\$3.00	\$3.50	\$0.50
Resident parking permit / year	\$126.50	\$195.00	\$68.50
Coupon exemption permit / year	\$71.50	\$120.00	\$48.50

Parking fee areas

The map below displays our weekday parking fee areas and the hourly rate in each of those zones. The central yellow area is priced at \$4.50 and is the most used from Thorndon to Vivian St to

Oriental Parade. The Green area is on the cusp of the central area from Vivan St to Karo Drive and the northern end of Thorndon Quay which is priced at \$3.50 per hour. The orange zone is on the fringes of the city and offers 10 hour parking at \$2.50 per hour and covers Hutt Road, Thorndon Quay Oriental Parade, Kent & Cambridge Terrace.



The next map displays our weekend parking fee area. It shows that all on-street parking in the central city covering Hutt Road, Thorndon Quay, Oriental Parade, Kent and Cambridge Terrace is priced at \$2.50 per hour.



Funding impact statements [to come]

Financial statements [to come]

Summary of accounting policies [to come]

Projects and programmes [to come]

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Part D: Appendices

Appendix 1: Detailed performance information

How we will monitor performance

Performance measures

We use performance measures to track how well we are delivering services against targets.

Please note the following when reading these measures.

- These measures represent the range of data we collect, which will inform how well we are delivering our services. When we report on our performance, it may be on groups of measures rather than individual measures in order to clearly tell our performance story.
- Baseline targets – as some of these measures were new in 2018/19, the first year of Our 10-year Plan, this year is being used to establish a 'baseline'. For some of these measures targets will be set once we have results from 2018/19.

Performance measure	Target 2018/19	Target 2019/20
1.1 Governance, information and engagement		
Facilitating democratic decision-making		
Meeting and committee agendas (%) made available to the public within statutory timeframes	100%	100%
Meeting and committee agendas (%) made available to the public at least 4 days prior to meetings	70%	70%
Community engagement		
Residents (%) who believe they have adequate opportunities to have their say in Council activities	45%	45%
Residents (%) who state they are satisfied with how the Council makes decisions	45%	45%
Providing information and a point of contact		
Contact Centre - Contacts responded to within target timeframes (calls, emails, web form and FIXit)	80%	85%
City Archives – users (%) satisfied with services and facilities	75%	75%
Residents (%) who agree that Council information is easy to access (via website, libraries, social media, newspapers etc)	55%	55%
Residents (%) who agree that the Council is proactive in informing residents about their city	70%	70%
Official information requests (%) handled within Local Government Official Information and Meetings Act legislative timeframe	Baseline	90%
1.2 Māori and mana whenua partnerships		
Relationship with mana whenua		
Mana whenua satisfaction with their relationship with Wellington City Council	Satisfied	Satisfied
The extent to which (how satisfied) mana whenua partners believe (are) that the Council is meeting its obligations under Te Tiriti o Waitangi with respect to Partnership, Protection and Participation (narrative-based measure based on interviews)	Satisfied	Satisfied

Performance measure	Target 2018/19	Target 2019/20
Engaging Māori residents in decisions		
Māori residents (%) who believe that they have adequate opportunities to have their say in decision-making	75%	75%
Promoting Māori culture		
Māori residents (%) who agree that the Council is taking an active role in revitalising te reo Māori and revitalising Māori cultural heritage	75%	75%
2.1 Parks, beaches and open spaces		
Utilisation		
Number of visitors to the Wellington Botanic Gardens and Otari-Wilton's Bush	1,280,000	1,280,000
Number of formal education attendees at Council programmes (School & Community)	Baseline	Baseline
Attractiveness		
Residents (%) satisfied with the quality and maintenance of green open spaces (local parks and reserves, playgrounds, botanic gardens, beaches and coastal areas, walkways and trails, waterfront, forested areas and green belts)	90%	90%
Protecting and enhancing our biodiversity		
Establish 2 million native plants by 2025	1,765,000	1,815,000 ²²
Hectares of high-value biodiversity sites covered by coordinated pest management	Baseline	Baseline
Affordability		
Cost to the ratepayer per visitor to the Wellington Botanic Gardens and Otari-Wilton's Bush	Baseline	Baseline
Community engagement		
Proportion of households engaged in Council-coordinated pest trapping	Baseline	Baseline
Number of plants supplied for community planting	35,000	35,000
2.2 Waste reduction and energy conservation		
Recycling		
Residents (%) who use WCC recycling services regularly	90%	90%
Affordability		
Cost per household (per annum) for kerbside recycling	Baseline	Baseline
Customer satisfaction		
Residents (%) satisfied with kerbside recycling service	85%	85%
Users (%) satisfied with waste collection service	90%	90%
Sustainable landfill operation		
Estimated efficiency of gas capture system (% of estimated gas produced that is captured and destroyed)	Baseline	Baseline
Waste minimisation activities		
Volume of waste diverted from landfill	20,000 tonnes*	20,000 tonnes*

²² targets misprinted for 18/19 should be 1.765m and 19/20 1.815m, also we will not be monitoring the establishment of the plants – the measure only relates to plantings.

Performance measure	Target 2018/19	Target 2019/20
Number of participants in waste minimisation and education programmes run by WCC	Baseline	Baseline
Energy conservation		
Normalised energy cost (\$)	Baseline	Baseline
Normalised amount of energy used (kWh)	Baseline	Baseline
Estimated energy savings	Baseline	Baseline
WCC corporate greenhouse gas emissions	Achieve 2050 target	Achieve 2050 target
2.3 Water		
Clean and safe		
Compliance with Drinking Water Standards for NZ 2005 (revised 2008) (Part 4 bacterial compliance criteria)*	Compliant	Compliant
Compliance with Drinking Water Standards for NZ 2005 (revised 2008) (Part 5 protozoal compliance criteria)*	Compliant	Compliant
Meeting customer expectations		
Number of complaints about the drinking water's clarity, taste, odour, pressure or flow, continuity of supply, and supplier responsiveness, expressed per 1000 connections*	<20	<20
Continuity of supply and resolution of faults		
Median response time for attendance for urgent call outs*	60 min	60 min
Median response time for resolution for urgent call outs*	4 hours	4 hours
Median response time for attendance for non-urgent call outs*	36 hours	36 hours
Median response time for resolution for non-urgent call outs*	5 days	5 days
Water supply interruptions (measured as customer hours)	Baseline	Baseline
Efficiency and sustainability		
Percentage of real water loss from networked reticulation system ^{23*}	<17%	<17%
Average drinking water consumption resident/day*	365ltr	365ltr
*denotes mandatory measures		
2.4 Wastewater		
Compliance and sustainability		
Dry weather wastewater overflows, expressed per 1000 connections*	0	0
Compliance with the resource consents for discharge from the sewerage system, measured by the number of:	0	0
Abatement notices	0	0
Infringement notices	0	0
Enforcement orders	0	0
Convictions*	0	0
Meeting customer expectations		
Number of complaints about the wastewater odour, system faults, blockages, and supplier responsiveness, expressed per 1000 connections*	<30/1000	<30/1000

²³ Indicator reworded

Performance measure	Target 2018/19	Target 2019/20
Continuity of service and resolution of faults		
Number of wastewater reticulation incidents per km of reticulation pipeline (blockages)	≤0.8	≤0.8
Median response time for wastewater overflows* (attendance time)	≤1 hour	≤1 hour
Median response time for wastewater overflows* (resolution time)	≤6 hours	≤6 hours
*denotes mandatory measures		
2.5 Stormwater		
Continuity of service and resolution of faults		
Number of flooding events*	Baseline	Baseline
Number of pipeline blockages per km of pipeline	≤0.5	≤0.5
Number of habitable floors per 1000 connected homes per flooding event*	Baseline	Baseline
Median response time to attend a flooding event*	≤60 minutes	≤60 minutes
Days (%) during the bathing season (1 November to 31 March) that the monitored beaches are suitable for recreational use	90%	90%
Monitored sites (%) that have a rolling 12 month median value for E.coli (dry weather samples) that do not exceed 1000 cfu/100ml	90%	90%
Compliance with the resource consents for discharge from the stormwater system, measured by the number of:	0	0
Abatement notices	0	0
Infringement notices	0	0
Enforcement orders	0	0
Convictions*	0	0
Meeting customer expectations		
Number of complaints about stormwater system performance per 1000 connections*	<20/1000	<20/1000
Residents (%) satisfied with the stormwater system	75%	75%
*denotes mandatory measures		
2.6 Conservation attractions		
Wellington Zoo		
Total number of visitors	244,420	246,864
Education visitors	10,500	10,750
Visitor satisfaction	8.50	8.50
Conservation Programme Managed Species (% of total collection).	NEW	
Average WCC subsidy per visitor	13.58	13.79
WCC full subsidy per visitor	21.73	22.05
Total ownership cost to Council.	NEW	
Average income per visitor.	17.21	17.34
Ratio of generated Trust income as % of WCC grant.	127%	126%
Zealandia		
Number of Visitors	99,300	102,200
Number of Education visits	8,800	8,800

Performance measure	Target 2018/19	Target 2019/20
Number of Individual memberships	10,800	11,000
Cash subsidy (grant) per visit	8.80	8.54
Full cost per visitor	18.84	18.78
Average revenue per visitor	26.48	26.74
Non-WCC grant revenue equating to >75% of overall income	>75%	>75%
Non-Council donations & funding	270,000	275,000
Membership subscription revenue	312,100	312,100
Net surplus before depreciation and tax	324,000	324,000
3.1 City promotions and business support		
Business Improvement Districts		
Total voluntary rates collected (from Business Improvement Districts) and distributed	289,000	289,000
WREDA		
WREDA - Positively Wellington Tourism partnership funding	Maintain Council's funding at less than 50% of total income	Maintain Council's funding at less than 50% of total income
Value of business events (\$m)	25	25
Total number of events held in Wellington	440	570
Wellington's share of the multi day conferences	19%	18%
Net permanent and long term arrivals	3,650	3,700
Total visitor spend (\$m)	2,640	2,730
Return on Investment via out of Wellington spend	20:1	20:1
Total event attendance	700,000	750,000
Lightning Lab participant investment raised	NEW	
Non-council revenue (\$)	No target - monitor performance	
WCC operating grants (\$)	No target - monitor performance	
GWRC grants (\$)	No target - monitor performance	
Total revenue (\$)	No target - monitor performance	
Operating costs (\$)	No target - monitor performance	
Net surplus /loss (\$)	No target - monitor performance	
Number of actively supported businesses through regional business partner programme	445	445
Wellington Regional Stadium Trust		
Total number of events	45-50	45-50
Attendance	No target - monitor performance	
Customer satisfaction	No target - monitor performance	

Performance measure	Target 2018/19	Target 2019/20
Total revenue (000)	No target - monitor performance	
Event revenue (000)	No target - monitor performance	
Net surplus (000)	No target - monitor performance	
4.1 Arts and cultural activities		
High quality events		
Attendees (%) satisfied with Council-delivered arts and cultural festivals	90%	90%
Estimated attendance at WCC-supported and delivered events.	trend	trend
Arts and cultural sector support		
Users (%) satisfied with Toi Pōneke facilities and services	90%	90%
Funding Success		
Grant outcomes (%) achieved (through funded outcomes – four out of five - being met) - Arts and Culture Fund	80%	80%
Wellington Museums Trust		
Total visitors:	753,500	716,700
City Gallery Wellington	170,000	175,000
Wellington Museum	132,000	135,000
Cable Car Museum	237,000	237,000
Nairn Street Cottage	2,000	2,000
Capital E	157,500	110,000
Space Place	55,000	57,000
Full WCC subsidy per visit:		
City Gallery Wellington	16	16
Museums Wellington (including Wellington Museum, Cable Car Museum and Nairn St Cottage)	7	7
Capital E	15	15
Space Place	14	14
Total Revenue (trading and fundraising 000)	4,079	3,827
Total ownership cost to Council.		
Percentage of visitors who rate the quality of their experience (good or vgood)	90%	90%
5.1 Recreation promotion and support		
High quality experience		
User satisfaction (%) - pools	90%	90%
User satisfaction (%) - recreation centres including ASB Sports Centre	90%	90%
User satisfaction (%) - sportsfields (grass & artificial)	85%	85%
Scheduled sports games and trainings (%) that take place (all sportsfields)	Baseline	Baseline
Utilisation		
Artificial sports-field (%) utilisation - peak winter	80%	80%

Performance measure	Target 2018/19	Target 2019/20
Artificial sports-field (%) utilisation - peak summer	40%	40%
Artificial sports-field (%) utilisation - off-peak winter	25%	25%
Artificial sports-field (%) utilisation - off-peak summer	20%	20%
Swimming pool visits (by facility)	1,318,000	1,321,000
Marinas occupancy (%)	96%	96%
Recreation centre visits (including ASB Sports Centre)	1,155,000	1,165,000
ASB Sports Centre court space utilisation (%) - peak	65%	65%
ASB Sports Centre court space utilisation (%) - off-peak	50%	50%
Number of uses of Leisure Card	145,000	148,000
Berhampore Golf course users (TBC)	Baseline	Baseline
Affordability		
Residents' perception that pool admission charges are affordable	Baseline	Baseline
Ratepayer subsidy per swim	Baseline	Baseline
Ratepayer subsidy per court/hour (ASB Sports Centre)	Baseline	Baseline
City recreation promotion		
Number of international and national events at Council recreation facilities and estimated attendees	Baseline	Baseline
Basin Reserve Trust		
Basin Reserve - Total event days (excluding practice days)	96	100
Attendance at all events	41,000	45,000
Practice facility usage days	100	100
Number of function days	25	25
Event income	No target - monitor performance	
Operational grant per attendance	No target - monitor performance	
Non-council revenue earned (\$)	No target - monitor performance	
Council operating grant (\$000)	659	669
Total revenue earned (\$000)	1,005	1,000
5.2 Community Support		
Libraries experience		
User satisfaction (%) with library services	90%	90%
User satisfaction (%) with library facilities	Baseline	Baseline
User satisfaction (%) with library collection (physical)	75%	75%
User satisfaction (%) with library collection (e-library)	80%	80%
Libraries utilisation		
Library items issued (physical)	Baseline	Baseline
Library items issued (e-library)	320,000	340,000
Estimates of attendees of library programmes	74,000	75,000
Library physical visits	2,500,000	2,400,000
Library website visits	3,200,000	3,300,000

Performance measure	Target 2018/19	Target 2019/20
Residents (%) who are active library users	75%	75%
Libraries amenity		
Customers (%) who think the library helped them to gain new knowledge and skills	Baseline	Baseline
Customers (%) who think the library helped them to connect with others and ideas	Baseline	Baseline
Customers (%) who think the library helped them to improve their job and earning potential	Baseline	Baseline
Customers (%) who think the library contributed to their sense of belonging in the community	Baseline	Baseline
Libraries affordability		
Cost to the ratepayer per library transaction	Baseline	Baseline
Community centres utilisation		
Occupancy (%) of Council community centres and halls	45%	45%
Community advocacy		
Homelessness - % of known street homeless people supported by agencies	Baseline	Baseline
Funding success		
Grants outcomes (%) achieved (through funded outcomes – four out of five – being met) - Social and Recreation Fund	80%	80%
Housing quality and usage		
Tenant satisfaction (%) with services and facilities	90%	90%
Tenant rating (%) of the overall condition of their house/apartment (average, good, and very good)	90%	90%
Tenant (%) sense of safety in their complex at night	75%	75%
Occupancy rate of available housing facilities	90%	90%
All tenants (existing and new) housed within policy	98%	98%
Housing upgrade project		
Agreed milestones, design standards and budgets are met in accordance with the agreed works programme and Deed of Grant between the Crown and the Council	To achieve	To achieve
5.3 Public health and safety		
Compliance		
Food registrations - premises (%) inspected within Food Act regulation required timeframes (new business and existing businesses)	100%	100%
Efficiency		
Alcohol licences - high to very high premises (%) inspected during peak time	50%	50%
Alcohol licences - very high risk premises (%) inspected twice during the year	100%	100%
Timeliness		
Graffiti removal – response time frames (%) met	80%	80%
Dog control - urgent requests (%) responded to within 1 hour	100%	100%
Dog control - non-urgent requests (%) responded to within 24 hours	99%	99%
Public toilets - urgent requests (%) responded to within 4 hours	100%	100%

Performance measure	Target 2018/19	Target 2019/20
Public toilets - non-urgent requests (%) responded to within 3 days	95%	95%
Hygiene standard		
Toilets (%) that meet required cleanliness and maintenance performance standards	95%	95%
6.1 Urban planning, heritage and public spaces development		
High-quality development		
Residents (%) who agree that new buildings constructed in the city maintain or enhance the city's attractiveness	Baseline	Baseline
Residents (%) who agree that regeneration of areas of the city adds to its vibrancy (e.g. laneways)	Baseline	Baseline
Residents (%) who agree that the public areas of their suburban centre - encourage use, feel safe and are well designed	Baseline	Baseline
Economic impact of urban regeneration projects (specific methodology to be scoped)	Baseline	Baseline
Protecting heritage		
Residents (%) who agree that heritage items are adequately valued and protected in the City	65%	70%
Number of heritage-listed buildings that are earthquake prone	baseline	-10% reduction in overall number of EQP heritage buildings
Residents (%) who agree that the character of historic suburbs is adequately retained	70%	70%
6.2 Building and development		
Effective planning		
Residents' agreement that our building and development control settings strike the right balance between allowing development and preserving the character of the city	Baseline	Baseline
Timeliness		
Building consents (%) issued within 20 working days	100%	100%
Code of compliance certificates (%) issued within 20 working days	100%	100%
Land Information Memorandums (LIMs) (%) issued within 10 working days	100%	100%
Resource consents (non-notified) (%) issued within statutory time frames	100%	100%
Resource consents (%) that are monitored within 3 months of project commencement	100%	100%
Subdivision certificates – Section 223 certificates (%) issued within statutory timeframes	100%	100%
Noise control (excessive noise) complaints (%) investigated within 1 hour	90%	90%
Customer focus		
Customers (%) who rate building control service as good or very good	70%	70%
Customers (%) who rate resource consent service as good or very good	Baseline	Baseline
Compliance		

Performance measure	Target 2018/19	Target 2019/20
Building Consent Authority (BCA) accreditation retention	Retain	Retain
7.1 Transport network		
Network condition and maintenance		
Roads (%) that meet smooth roads standards* ²⁴	70%	70%
Structures (%) that have been condition rated in the past five years - walls	100%	100%
Structures (%) that have been condition rated in the past five years - bridges and tunnels	100%	100%
Structures (%) in serviceable (average) condition or better - walls	97%	97%
Structures (%) in serviceable (average) condition or better - bridges and tunnels	100%	100%
Residents (%) satisfied with street lighting in the central city	85%	85%
Residents (%) satisfied with street lighting in suburbs	75%	75%
Requests for service (%) response rate - urgent within 2 hours	98%	98%
Requests for service (%) response rate - non-urgent within 15 days	98%	98%
Footpaths (%) in average condition or better (measured against WCC condition standards*)	96%	96%
Sealed local road network (%) that is resurfaced*	target range 8.9-9.9%	target range 8.9-9.9%
Residents (%) satisfaction with the condition of local roads in their neighbourhood	75%	75%
Active modes promotion		
Number of pedestrians entering and leaving the CBD	New	Inc on last year
Number of cyclists entering and leaving the CBD	New	Inc on last year
Network safety		
Residents (%) who are satisfied with walking on Wellington's footpaths ²⁵	75%	75%
Residents (%) who are satisfied with cycling on Wellington's cycleways ²⁶	75%	75%
Network efficiency and congestion		
Residents (%) who think peak travel times are acceptable	majority	majority
Peak travel times between CBD and suburbs (Karori, Johnsonville, Island Bay and Miramar)	Each route <25min	Each route <25min
PT enablement		
Inbound bus stops (%) that have a shelter (co-delivered with GWRC)	Baseline	Baseline
Wellington Cable Car Limited		
Total passenger trips	1,135,246	1,143,856
Cable car user satisfaction survey - tourist (%) satisfaction (respondents who provide a rating greater than 6 on a 1-10 scale)	91%	92%
Total income (\$)	3,520,749	3,550,867

²⁴ This measure was proposed to be split into 'high volume and regional roads' and 'all other roads' through the LTP. Have reverted back to single indicator.

²⁵ Minor rewording in Residents Monitoring Survey from 'on the transport network' to 'on Wellington's footpaths'

²⁶ Minor rewording in Residents Monitoring Survey from 'on the transport network' to 'on Wellington's cycleways'

Performance measure	Target 2018/19	Target 2019/20
Cable Car reliability (%)	99%	99%
Non-council revenue earned (\$)	No target - monitor performance	
Council capital grant (\$)	No target - monitor performance	
Total cost to Council incl. grant + property costs (\$)	No target - monitor performance	
7.2 Parking		
Equity		
Residents (%) who perceive that parking enforcement is fair	>50%	>50%
Availability		
Parking areas with 85% or less car park occupancy during weekdays	<85%	50-70% ²⁷
Parking areas with 85% or less car park occupancy during weekends	<85%	50-70% ²⁸
Residents (%) satisfaction with the availability of on-street car parking	70%	70%

²⁷ Target ranges to be reset as were based on inaccurate monitoring sensors, originally published as 85%, now 50-70%

²⁸ Target ranges to be reset as were based on inaccurate monitoring sensors, originally published as 85%, now 50-70%

Appendix 2: Your Mayor and Councillors

[to come]

DRAFT

Wellington City Council
 For Deliberation

<div> <div>Absolutely Positively Wellington City Council Me Heke Ki Pōneke</div> <div> SUMMARY BY OPEX ACTIVITY ANNUAL/LONG TERM PLAN BUDGET REPORT - 1 YEAR </div> </div>							
Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019/20 Long Term Plan \$'000s	2019/20 Annual Plan \$'000s	2019/20 Changes from LTP \$'000s
Governance	1.1	Governance information and engagement	1000	Annual Planning	1,183	1,345	162
Governance	1.1	Governance information and engagement	1001	Policy	1,341	1,345	4
Governance	1.1	Governance information and engagement	1002	Committee & Council Process	7,844	7,904	60
Governance	1.1	Governance information and engagement	1003	Strategic Planning	695	796	101
Governance	1.1	Governance information and engagement	1004	Tawa Comm Brd - Discretionary	11	12	0
Governance	1.1	Governance information and engagement	1007	WCC City Service Centre	2,873	2,919	46
Governance	1.1	Governance information and engagement	1008	Call Centre SLA	0	143	143
Governance	1.1	Governance information and engagement	1009	Valuation Services Contract	536	552	16
Governance	1.1	Governance information and engagement	1010	Lands Information	1,327	1,362	35
Governance	1.1	Governance information and engagement	1011	Archives	1,935	2,186	251
Governance	1.2	Maori and mana whenua partnerships	1012	Funding agreements – Maori	207	208	1
Governance	1.2	Maori and mana whenua partnerships	1013	Maori Engagement	107	108	1
Governance Total					18,059	18,881	823
Environment	2.1	Gardens, beaches and green open spaces	1014	Parks and Reserves Planning	834	932	98
Environment	2.1	Gardens, beaches and green open spaces	1015	Reserves Unplanned Maintenance	210	197	(13)
Environment	2.1	Gardens, beaches and green open spaces	1016	Turf Management	1,426	1,474	49
Environment	2.1	Gardens, beaches and green open spaces	1017	Park Furniture and Infrastructure Maintenance	1,885	1,816	(69)
Environment	2.1	Gardens, beaches and green open spaces	1018	Parks and Buildings Maint	1,061	1,026	(36)
Environment	2.1	Gardens, beaches and green open spaces	1019	Horticultural Operations	2,070	2,125	55
Environment	2.1	Gardens, beaches and green open spaces	1020	Arboricultural Operations	1,414	1,469	55
Environment	2.1	Gardens, beaches and green open spaces	1021	Botanic Gardens Services	4,769	4,968	199
Environment	2.1	Gardens, beaches and green open spaces	1022	Coastal Operations	1,316	1,470	154
Environment	2.1	Gardens, beaches and green open spaces	1024	Road Corridor Growth Control	833	1,151	318
Environment	2.1	Gardens, beaches and green open spaces	1025	Street Cleaning	8,011	8,028	17
Environment	2.1	Gardens, beaches and green open spaces	1026	Hazardous Trees Removal	481	472	(9)
Environment	2.1	Gardens, beaches and green open spaces	1027	Town Belts Planting	1,004	976	(28)
Environment	2.1	Gardens, beaches and green open spaces	1028	Townbelt-Reserves Management	4,698	4,323	(375)
Environment	2.1	Gardens, beaches and green open spaces	1030	Community greening initiatives	700	662	(38)
Environment	2.1	Gardens, beaches and green open spaces	1031	Environmental Grants Pool	101	104	3
Environment	2.1	Gardens, beaches and green open spaces	1032	Walkway Maintenance	817	837	20
Environment	2.1	Gardens, beaches and green open spaces	1033	Weeds & Hazardous Trees Monit	847	819	(28)
Environment	2.1	Gardens, beaches and green open spaces	1034	Animal Pest Management	1,603	1,440	(163)
Environment	2.1	Gardens, beaches and green open spaces	1035	Waterfront Public Space Management	6,227	6,260	33

LONG-TERM AND ANNUAL PLAN COMMITTEE

6 JUNE 2019

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Wellington City Council For Deliberation

Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019/20 Long Term Plan \$'000s	2019/20 Annual Plan \$'000s	2019/20 Changes from LTP \$'000s
Environment	2.2	Waste reduction and energy conservation	1036	Landfill Operations & Maint	(1,490)	(1,140)	350
Environment	2.2	Waste reduction and energy conservation	1037	Suburban Refuse Collection	(371)	(312)	60
Environment	2.2	Waste reduction and energy conservation	1038	Domestic Recycling	923	1,046	123
Environment	2.2	Waste reduction and energy conservation	1039	Waste Minimisation Info	966	1,034	68
Environment	2.2	Waste reduction and energy conservation	1040	Litter Enforcement	9	9	(0)
Environment	2.2	Waste reduction and energy conservation	1041	Closed Landfill Gas Migr Monit	472	498	26
Environment	2.2	Waste reduction and energy conservation	1042	Smart Energy	218	220	3
Environment	2.3	Water	1043	Water - Meter Reading	163	165	1
Environment	2.3	Water	1044	Water - Network Maintenance	4,848	4,928	80
Environment	2.3	Water	1045	Water - Water Connections	(38)	(38)	0
Environment	2.3	Water	1046	Water - Pump Stations Maintenance-Ops	1,065	1,069	5
Environment	2.3	Water	1047	Water - Asset Stewardship	20,843	20,833	(9)
Environment	2.3	Water	1048	Water - Reservoir-Dam Maintenance	116	116	1
Environment	2.3	Water	1049	Water - Monitoring & Investigation	770	782	12
Environment	2.3	Water	1050	Water - Asset Management	625	624	(1)
Environment	2.3	Water	1051	Water - Bulk Water Purchase	18,549	18,549	(0)
Environment	2.4	Wastewater	1052	Wastewater - Asset Stewardship	19,345	18,122	(1,223)
Environment	2.4	Wastewater	1053	Wastewater - Trade Waste Monitoring & Investigation	280	279	(1)
Environment	2.4	Wastewater	1055	Wastewater - Network Maintenance	2,668	2,708	40
Environment	2.4	Wastewater	1057	Wastewater - Asset Management	1,310	1,309	(1)
Environment	2.4	Wastewater	1058	Wastewater - Monitoring & Investigation	2,023	2,029	6
Environment	2.4	Wastewater	1059	Wastewater - Pump Station Maintenance-Ops	1,367	1,386	19
Environment	2.4	Wastewater	1060	Wastewater - Treatment Plants	18,806	19,053	247
Environment	2.4	Wastewater	1062	Sewerage Disposal	1,307	1,366	59
Environment	2.5	Stormwater	1063	Stormwater - Asset Stewardship	15,416	14,427	(989)
Environment	2.5	Stormwater	1064	Stormwater - Network Maintenance	2,018	2,044	26
Environment	2.5	Stormwater	1065	Stormwater - Monitoring & Investigation	893	897	4
Environment	2.5	Stormwater	1066	Stormwater - Asset Management	1,066	1,064	(2)
Environment	2.5	Stormwater	1067	Drainage Maintenance	907	930	23
Environment	2.5	Stormwater	1068	Stormwater - Pump Station Maintenance-Ops	59	59	1
Environment	2.6	Conservation attractions	1069	Karori Sanctuary	1,538	1,537	(1)
Environment	2.6	Conservation attractions	1070	Wellington Zoo Trust	5,463	5,391	(72)
Environment Total					162,438	161,534	(904)

Wellington City Council
 For Deliberation

Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019/20 Long Term Plan \$'000s	2019/20 Annual Plan \$'000s	2019/20 Changes from LTP \$'000s
Economic Development	3.1	City promotions and business support	1073	Positively Wellington Tourism	5,749	5,749	0
Economic Development	3.1	City promotions and business support	1074	Events Fund	4,874	4,874	0
Economic Development	3.1	City promotions and business support	1075	Wellington Venues	4,004	4,808	804
Economic Development	3.1	City promotions and business support	1076	Destination Wellington	1,813	1,813	0
Economic Development	3.1	City promotions and business support	1077	City Innovation	1,074	1,091	17
Economic Development	3.1	City promotions and business support	1078	Wellington Convention Centre	975	1,183	208
Economic Development	3.1	City promotions and business support	1081	Economic Growth Strategy	346	592	247
Economic Development	3.1	City promotions and business support	1082	City Growth Fund	1,787	1,787	0
Economic Development	3.1	City promotions and business support	1084	Indoor Arena	9	9	0
Economic Development	3.1	City promotions and business support	1085	Film Museum	1,410	0	(1,410)
Economic Development	3.1	City promotions and business support	1087	International Relations	837	898	61
Economic Development	3.1	City promotions and business support	1088	Marsden Village	14	0	(14)
Economic Development	3.1	City promotions and business support	1089	Business Improvement Districts	275	375	100
Economic Development Total					23,167	23,181	14
Cultural Wellbeing	4.1	Arts and cultural activities	1090	Wellington Museums Trust	9,376	9,363	(12)
Cultural Wellbeing	4.1	Arts and cultural activities	1092	Te Papa Funding	2,250	2,250	0
Cultural Wellbeing	4.1	Arts and cultural activities	1093	Carter Observatory	740	700	(40)
Cultural Wellbeing	4.1	Arts and cultural activities	1095	City Events Programme	2,770	2,741	(29)
Cultural Wellbeing	4.1	Arts and cultural activities	1097	Citizen's Day - Mayoral Day	23	23	0
Cultural Wellbeing	4.1	Arts and cultural activities	1098	Cultural Grants Pool	1,490	1,282	(208)
Cultural Wellbeing	4.1	Arts and cultural activities	1099	Wgtn Conv Cntr Comm Subsidy	200	200	0
Cultural Wellbeing	4.1	Arts and cultural activities	1100	City Arts Programme	393	420	27
Cultural Wellbeing	4.1	Arts and cultural activities	1101	NZSO Subsidy	216	216	0
Cultural Wellbeing	4.1	Arts and cultural activities	1102	Toi Pōneke Arts Centre	1,025	1,007	(18)
Cultural Wellbeing	4.1	Arts and cultural activities	1103	Public Art Fund	505	503	(2)
Cultural Wellbeing	4.1	Arts and cultural activities	1104	New Zealand Ballet	244	313	69
Cultural Wellbeing	4.1	Arts and cultural activities	1105	Orchestra Wellington	87	306	218
Cultural Wellbeing	4.1	Arts and cultural activities	1106	Regional Amenities Fund	634	630	(4)
Cultural Wellbeing	4.1	Arts and cultural activities	1207	Capital of Culture	1,604	1,603	(1)
Cultural Wellbeing Total					21,557	21,557	(1)
Social and Recreation	5.1	Recreation promotion and support	1107	Swimming Pools Operations	16,344	16,472	128
Social and Recreation	5.1	Recreation promotion and support	1108	Sportsfields Operations	3,376	3,406	30
Social and Recreation	5.1	Recreation promotion and support	1109	Synthetic Turf Sport Operations	1,125	1,150	25
Social and Recreation	5.1	Recreation promotion and support	1110	Recreation Centres	2,297	2,272	(25)
Social and Recreation	5.1	Recreation promotion and support	1111	ASB Sports Centre	4,781	4,714	(67)
Social and Recreation	5.1	Recreation promotion and support	1112	Basin Reserve Trust	1,372	1,359	(13)
Social and Recreation	5.1	Recreation promotion and support	1113	Recreational NZ Academy Sport	47	47	0
Social and Recreation	5.1	Recreation promotion and support	1114	PlayGnd & Skate Facility Mtn	1,045	1,043	(2)
Social and Recreation	5.1	Recreation promotion and support	1115	Marina Operations	29	53	24
Social and Recreation	5.1	Recreation promotion and support	1116	Municipal Golf Course	188	188	0
Social and Recreation	5.1	Recreation promotion and support	1117	Recreation Programmes	391	559	168

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Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019/20 Long Term Plan \$'000s	2019/20 Annual Plan \$'000s	2019/20 Changes from LTP \$'000s
Social and Recreation	5.2	Community participation and support	1118	Library Network - Wide Operation	15,092	14,115	(977)
Social and Recreation	5.2	Community participation and support	1119	Branch Libraries	7,620	7,811	191
Social and Recreation	5.2	Community participation and support	1120	Passport to Leisure Programme	120	119	(1)
Social and Recreation	5.2	Community participation and support	1121	Community Advice & Information	1,938	1,584	(354)
Social and Recreation	5.2	Community participation and support	1122	Community Grants	248	251	3
Social and Recreation	5.2	Community participation and support	1123	Support for Wgtn Homeless	208	223	15
Social and Recreation	5.2	Community participation and support	1124	Social & Recreational Grant Pool	3,839	4,013	174
Social and Recreation	5.2	Community participation and support	1125	Housing Operations and Mtce	6,038	8,924	2,886
Social and Recreation	5.2	Community participation and support	1126	Housing Upgrade Project	1,166	295	(871)
Social and Recreation	5.2	Community participation and support	1127	Cmty Props Programmed Maint	681	762	81
Social and Recreation	5.2	Community participation and support	1128	Community Halls Ops and Maint.	499	547	48
Social and Recreation	5.2	Community participation and support	1129	Community Prop & Facility Ops	1,992	1,827	(164)
Social and Recreation	5.2	Community participation and support	1130	Accommodation Assistance Fund	232	232	0
Social and Recreation	5.3	Public health and safety	1131	Burial & Cremation Operations	1,114	1,078	(35)
Social and Recreation	5.3	Public health and safety	1132	Contracts - Public Conveniences	3,647	3,711	64
Social and Recreation	5.3	Public health and safety	1133	Public Health	2,224	2,259	35
Social and Recreation	5.3	Public health and safety	1134	Noise Monitoring	890	909	19
Social and Recreation	5.3	Public health and safety	1135	Anti-Graffiti Flying Squad	872	947	74
Social and Recreation	5.3	Public health and safety	1136	Safe City Project Operations	2,116	2,032	(84)
Social and Recreation	5.3	Public health and safety	1137	Civil Defence	1,776	1,675	(101)
Social and Recreation	5.3	Public health and safety	1138	Rural Fire	45	45	(0)
Social and Recreation	5.3	Public health and safety	1997	Business Recovery	1	1	0
Social and Recreation Total					83,353	84,621	1,268
Urban Development	6.1	Urban development, heritage and public spaces development	1139	District Plan	2,340	2,435	95
Urban Development	6.1	Urban development, heritage and public spaces development	1141	Build Wellington Developments	2,912	2,321	(591)
Urban Development	6.1	Urban development, heritage and public spaces development	1142	Public Art and Sculpture Maintenance	391	390	(1)
Urban Development	6.1	Urban development, heritage and public spaces development	1143	Public Space-Centre Devl. Plan	2,246	2,528	282
Urban Development	6.1	Urban development, heritage and public spaces development	1145	City Heritage Development	896	1,661	765
Urban Development	6.1	Urban development, heritage and public spaces development	1206	Housing Investment Programme	577	1,221	644
Urban Development	6.2	Building and development control	1146	Building Control-Facilitation	4,008	3,870	(138)
Urban Development	6.2	Building and development control	1147	Weathertight Homes	62	35	(27)
Urban Development	6.2	Building and development control	1148	Development Cntrl Facilitation	3,269	3,352	83
Urban Development	6.2	Building and development control	1149	Earthquake Assessment Study	104	103	(1)
Urban Development	6.2	Building and development control	1151	Earthquake Risk Building Proj.	919	826	(93)
Urban Development Total					17,725	18,742	1,017
Transport	7.1	Transport	1152	Ngauranga to Airport Corridor	1,922	2,265	343
Transport	7.1	Transport	1153	Transport Planning and Policy	1,507	1,431	(76)
Transport	7.1	Transport	1154	Road Maintenance and Storm Clean Up	1,230	1,318	88
Transport	7.1	Transport	1155	Tawa Shared Driveways Maintenance	44	48	4
Transport	7.1	Transport	1156	Wall, Bridge and Tunnel Maintenance	164	406	242
Transport	7.1	Transport	1157	Drains & Walls Asset Stewardship	6,690	6,454	(236)

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Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019/20 Long Term Plan \$'000s	2019/20 Annual Plan \$'000s	2019/20 Changes from LTP \$'000s
Transport	7.1	Transport	1158	Kerb & Channel Maintenance	494	537	44
Transport	7.1	Transport	1159	Vehicle Network Asset Stewardship	25,548	24,528	(1,020)
Transport	7.1	Transport	1160	Port and Ferry Access	71	71	(0)
Transport	7.1	Transport	1161	Cycleways Maintenance	87	92	5
Transport	7.1	Transport	1162	Cycleway Asset Stewardship	2,130	2,410	280
Transport	7.1	Transport	1163	Cycleways Planning	2,753	2,749	(4)
Transport	7.1	Transport	1164	Passenger Transport Facilities	399	418	19
Transport	7.1	Transport	1165	Bus Shelter Contract Income	(795)	(1,199)	(404)
Transport	7.1	Transport	1166	Passenger Transport Asset Stewardship	1,014	1,012	(2)
Transport	7.1	Transport	1167	Bus Priority Plan	62	62	(0)
Transport	7.1	Transport	1168	Cable Car	13	12	(0)
Transport	7.1	Transport	1170	Street Furniture Maintenance	390	407	17
Transport	7.1	Transport	1171	Footpaths Asset Stewardship	6,692	6,599	(93)
Transport	7.1	Transport	1172	Pedestrian Network Maintenance	897	941	44
Transport	7.1	Transport	1173	Pedestrian Network Structures Maintenance	178	108	(70)
Transport	7.1	Transport	1174	Traffic Signals Maintenance	936	1,051	115
Transport	7.1	Transport	1175	Traffic Control Asset Stewardship	2,953	2,838	(115)
Transport	7.1	Transport	1176	Road Marking Maintenance	813	856	43
Transport	7.1	Transport	1177	Traffic Signs Maintenance	281	307	26
Transport	7.1	Transport	1178	Network Activity Management	746	1,042	296
Transport	7.1	Transport	1179	Street Lighting Maintenance	1,769	1,817	48
Transport	7.1	Transport	1180	Transport Education & Promotion	318	317	(1)
Transport	7.1	Transport	1181	Fences & Guardrails Maintenance	287	247	(40)
Transport	7.1	Transport	1182	Safety Asset Stewardship	2,655	2,942	287
Transport	7.2	Parking	1184	Parking Services & Enforcement	(17,039)	(15,665)	1,374
Transport	7.2	Parking	1185	Waterfront Parking Services	(507)	(447)	59
Transport Total					44,701	45,975	1,274
Council	10.1	Organisational Projects	1186	Waterfront Commercial Property Services	1,490	1,108	(382)
Council	10.1	Organisational Projects	1187	Commercial Property Man & Serv	3,584	4,242	658
Council	10.1	Organisational Projects	1191	NZTA Income on Capex Work	(21,738)	(24,506)	(2,768)
Council	10.1	Organisational Projects	1193	Self Insurance Reserve	(198)	(199)	(1)
Council	10.1	Organisational Projects	1196	External Capital Funding	(475)	(975)	(500)
Council	10.1	Organisational Projects	1197	Plimmer Bequest Project Expend	(700)	(700)	0
Council	10.1	Organisational Projects	1198	Waterfront Utilities Management	151	159	8
Council	10.1	Organisational Projects	1200	Organisation	(321,675)	(348,016)	193
Council	10.1	Organisational Projects	1204	Sustainable Parking Infrastructure	156	156	0
Council Total					(339,404)	(368,731)	(2,792)
Wellington City Council Total					31,595	5,760	699

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SUMMARY BY CAPEX ACTIVITY ANNUAL/LONG TERM PLAN BUDGET REPORT - 1 YEAR Report run by MONTEI3C on 24-May-2019 at 08:59:58							
Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019-20 Long Term Plan \$'000s	2019-20 Annual Plan \$'000s	2019-20 Change from LTP \$'000s
Governance	1.1	Governance information and engagement	2000	Committee & Council Processes	123	123	0
Governance Total					123	123	0
Environment	2.1	Gardens, beaches and green open spaces	2001	Property Purchases - Reserves	0	0	0
Environment	2.1	Gardens, beaches and green open spaces	2003	Parks Infrastructure	787	790	3
Environment	2.1	Gardens, beaches and green open spaces	2004	Parks Buildings	513	513	(0)
Environment	2.1	Gardens, beaches and green open spaces	2005	Plimmer Bequest Project	714	717	3
Environment	2.1	Gardens, beaches and green open spaces	2006	Botanic Garden	668	662	(6)
Environment	2.1	Gardens, beaches and green open spaces	2007	Coastal - upgrades	791	798	8
Environment	2.1	Gardens, beaches and green open spaces	2008	Coastal	134	2,127	1,992
Environment	2.1	Gardens, beaches and green open spaces	2009	Town Belt & Reserves	1,760	1,860	100
Environment	2.1	Gardens, beaches and green open spaces	2010	Walkways renewals	641	641	0
Environment	2.2	Waste reduction and energy conservation	2011	Southern Landfill Improvement	8,349	5,358	(2,992)
Environment	2.2	Waste reduction and energy conservation	2012	Energy Management Plan	0	0	0
Environment	2.3	Water	2013	Water - Network renewals	4,783	5,808	1,025
Environment	2.3	Water	2014	Water - Pump Station renewals	542	542	0
Environment	2.3	Water	2015	Water - Water Meter upgrades	26	26	0
Environment	2.3	Water	2016	Water - Network upgrades	5,716	5,835	119
Environment	2.3	Water	2018	Water - Network renewals	1,406	1,406	(0)
Environment	2.3	Water	2019	Water - Reservoir renewals	144	144	0
Environment	2.3	Water	2020	Water - Reservoir upgrades	11,331	8,256	(3,075)
Environment	2.4	Wastewater	2023	Wastewater - Network renewals	7,919	8,340	422
Environment	2.4	Wastewater	2024	Wastewater - Network upgrades	901	901	(0)
Environment	2.4	Wastewater	2026	Wastewater - Pump Station renewals	1,046	1,046	(0)
Environment	2.5	Stormwater	2028	Stormwater - Network upgrades	902	902	0
Environment	2.5	Stormwater	2029	Stormwater - Network renewals	8,445	8,622	176
Environment	2.6	Conservation attractions	2033	Zoo renewals	882	882	0
Environment	2.6	Conservation attractions	2034	Zoo upgrades	308	308	0
Environment	2.6	Conservation attractions	2135	Zealandia	769	769	0
Environment Total					59,477	57,253	(2,224)

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Strategy	Activity Group	Activity Group Description	Activity	Activity Description	2019-20 Long Term Plan \$'000s	2019-20 Annual Plan \$'000s	2019-20 Change from LTP \$'000s
Economic Development	3.1	City promotions and business support	2035	Wellington Venues renewals	1,337	3,089	1,752
Economic Development	3.1	City promotions and business support	2037	Indoor Arena	511	511	0
Economic Development Total					1,847	3,600	1,752
Cultural Wellbeing	4.1	Arts and cultural activities	2039	Museum of Conflict	0	0	0
Cultural Wellbeing	4.1	Arts and cultural activities	2041	Te ara o nga tupuna - Maori heritage trails	0	0	0
Cultural Wellbeing	4.1	Arts and cultural activities	2042	Arts Installation	32	31	(1)
Cultural Wellbeing	4.1	Arts and cultural activities	2129	Wellington Convention Centre and Movie M	15,955	16,911	956
Cultural Wellbeing Total					15,987	16,941	955
Social and Recreation	5.1	Recreation promotion and support	2043	Aquatic Facility upgrades	0	0	0
Social and Recreation	5.1	Recreation promotion and support	2044	Aquatic Facility renewals	1,739	1,729	(10)
Social and Recreation	5.1	Recreation promotion and support	2045	Sportsfields upgrades	440	440	0
Social and Recreation	5.1	Recreation promotion and support	2046	Synthetic Turf Sportsfields renewals	662	1,280	618
Social and Recreation	5.1	Recreation promotion and support	2047	Synthetic Turf Sportsfields upgrades	5	0	(5)
Social and Recreation	5.1	Recreation promotion and support	2048	Recreation Centre Renewal	27	27	0
Social and Recreation	5.1	Recreation promotion and support	2049	ASB Sports Centre	125	134	10
Social and Recreation	5.1	Recreation promotion and support	2050	Basin Reserve	6,714	6,714	0
Social and Recreation	5.1	Recreation promotion and support	2051	Playgrounds renewals & upgrades	1,838	1,838	(0)
Social and Recreation	5.1	Recreation promotion and support	2052	Evans Bay Marina - Renewals	65	65	(0)
Social and Recreation	5.1	Recreation promotion and support	2053	Clyde Quay Marina - Upgrade	77	77	0
Social and Recreation	5.2	Community participation and support	2054	Upgrade Library Materials	2,261	2,261	0
Social and Recreation	5.2	Community participation and support	2055	Upgrade Computer Replacement	83	83	0
Social and Recreation	5.2	Community participation and support	2056	Central Library upgrades	17	17	0
Social and Recreation	5.2	Community participation and support	2057	Branch Library upgrades	3,877	3,877	0
Social and Recreation	5.2	Community participation and support	2058	Branch Libraries renewals	314	314	(0)
Social and Recreation	5.2	Community participation and support	2059	Housing upgrades	5,764	607	(5,157)
Social and Recreation	5.2	Community participation and support	2060	Housing renewals	3,268	3,268	(0)
Social and Recreation	5.2	Community participation and support	2061	Community Halls - upgrades & renewals	1,035	5,052	4,016
Social and Recreation	5.3	Public health and safety	2062	Burial & Cremations	365	365	0
Social and Recreation	5.3	Public health and safety	2063	Public Convenience and pavilions	1,707	2,503	796
Social and Recreation	5.3	Public health and safety	2064	Safety Initiatives	107	107	0
Social and Recreation	5.3	Public health and safety	2065	Emergency Management renewals	77	77	0
Social and Recreation Total					30,569	30,837	268

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Urban Development	6.1	Urban development, heritage and public spaces	2067	Wgtn Waterfront Development	0	2,131	2,131
Urban Development	6.1	Urban development, heritage and public spaces	2068	Waterfront Renewals	1,740	1,638	(102)
Urban Development	6.1	Urban development, heritage and public spaces	2070	Central City Framework	449	1,950	1,501
Urban Development	6.1	Urban development, heritage and public spaces	2073	Suburban Centres upgrades	0	761	761
Urban Development	6.1	Urban development, heritage and public spaces	2074	Minor CBD Enhancements	59	59	(1)
Urban Development	6.1	Urban development, heritage and public spaces	2136	Housing Investment Programme	2,041	2,041	0
Urban Development	6.2	Building and development control	2076	Earthquake Risk Mitigation	44,671	32,963	(11,708)
Urban Development Total					48,960	41,542	(7,418)
Transport	7.1	Transport	2075	Urban Regeneration Projects	255	255	0
Transport	7.1	Transport	2077	Wall, Bridge & Tunnel Renewals	4,192	4,235	43
Transport	7.1	Transport	2078	Road Surface Renewals	1,782	1,802	21
Transport	7.1	Transport	2079	Reseals	2,323	2,363	40
Transport	7.1	Transport	2080	Preseal Preparations	3,647	3,731	85
Transport	7.1	Transport	2081	Shape & Camber Correction	4,527	4,539	12
Transport	7.1	Transport	2082	Sumps Flood Mitigation	233	236	3
Transport	7.1	Transport	2083	Road Corridor New Walls	2,319	2,354	36
Transport	7.1	Transport	2084	Service Lane Improvements	54	54	0
Transport	7.1	Transport	2085	Tunnel & Bridge Improvements	2,622	2,640	18
Transport	7.1	Transport	2086	Kerb & Channel Renewals	2,247	2,277	29
Transport	7.1	Transport	2087	Vehicle Network New Roads	58	60	2
Transport	7.1	Transport	2088	Road Risk Mitigation	4,098	5,107	1,009
Transport	7.1	Transport	2089	Roadway Capacity Projects	61	63	3
Transport	7.1	Transport	2090	Area Wide Road Maintenance	918	919	2
Transport	7.1	Transport	2094	Cycling Improvements	9,648	9,065	(584)
Transport	7.1	Transport	2095	Bus Priority Planning	3,245	689	(2,556)
Transport	7.1	Transport	2096	Pedestrian Network Structures	311	319	8
Transport	7.1	Transport	2097	Pedestrian Network Renewals	3,793	3,863	70
Transport	7.1	Transport	2098	Walking Improvements	484	484	1
Transport	7.1	Transport	2099	Street Furniture	170	177	7
Transport	7.1	Transport	2100	Pedestrian Network Accessways	256	259	3
Transport	7.1	Transport	2101	Traffic & Street Signs	1,190	1,240	51
Transport	7.1	Transport	2102	Traffic Signals	778	1,113	335
Transport	7.1	Transport	2103	Street Lights	1,046	1,371	326
Transport	7.1	Transport	2104	Rural Road Improvements	109	109	0
Transport	7.1	Transport	2105	Minor Works Projects	1,176	1,242	66
Transport	7.1	Transport	2106	Fences & Guardrails	652	692	40
Transport	7.1	Transport	2107	Safer Roads Projects	1,355	1,355	0
Transport	7.1	Transport	2134	Lambton Quay Bus Interchange	0	0	0

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Transport	7.2	Parking	2108	Parking Asset renewals	57	91	34
Transport	7.2	Parking	2109	Roadside Parking Improvements	130	133	3
Transport Total					53,735	52,839	(896)
Council	10.1	Organisational Projects	2110	One Council	0	0	0
Council	10.1	Organisational Projects	2111	Capital Replacement Fund	4,775	4,775	0
Council	10.1	Organisational Projects	2112	Information Management	466	619	152
Council	10.1	Organisational Projects	2114	ICT Infrastructure	833	3,061	2,228
Council	10.1	Organisational Projects	2116	Strategic Initiatives	251	251	0
Council	10.1	Organisational Projects	2117	Unscheduled infrastructure renewals	2,042	2,042	0
Council	10.1	Organisational Projects	2118	Health & Safety - Legislation Compliance	336	336	(0)
Council	10.1	Organisational Projects	2119	Civic Property renewals	2,964	2,964	0
Council	10.1	Organisational Projects	2120	Commercial Properties renewals	508	508	0
Council	10.1	Organisational Projects	2121	Community & Childcare Facility renewals	465	465	0
Council	10.1	Organisational Projects	2125	IT Response to Legislative Changes	325	0	(325)
Council	10.1	Organisational Projects	2126	Business Unit Support	615	571	(43)
Council	10.1	Organisational Projects	2127	Workplace	119	119	(0)
Council	10.1	Organisational Projects	2128	Civic Campus Resilience and Improvements	600	5,181	4,581
Council	10.1	Organisational Projects	2131	Smart Council	3,760	2,760	(1,000)
Council	10.1	Organisational Projects	2132	Digital - Internet Intranet	156	156	0
Council	10.1	Organisational Projects	2133	Quarry Renewals and Upgrades	204	204	0
Council	10.1	Organisational Projects	2138	Permanent Forest Sink Fund Initiative - Cre	787	787	0
Council	10.1	Organisational Projects	2999	Earthquake - Capex	0	0	0
Council Total					19,208	24,801	5,592
Wellington City Council Total					229,905	227,934	(1,971)

Appendix 2: Submitter funding requests

Karori events centre

Submission

The Karori Community Halls Trust submitted a funding bid, supported by an oral submission, to Council to provide opex funding of \$800,000 in 2019/20 to complete the fit-out of the Karori events centre and to fund the 2019/20 annual operational cost of \$30,000.

Background / analysis

The Karori Event Centre is a community driven project which has resulted in the building of an event centre on Council land within the hub of community facilities in Karori, which includes the community centre, library and recreation centre.

The Karori Events Centre has been constructed with assistance from Council including a grant of \$310K in May 2017 and a further grant of \$610K in October 2017. The latter grant was premised as an advance on the net proceeds of the St John's Hall site. In addition to the land, the Council has contributed around 1/3 of the construction costs to date.

The facility is not complete, requiring a full fit-out. The Trust has estimated that the full cost of the fit-out is expected to be \$1.1 million, as per a 2016 estimate. Neither an asset management plan nor a business model for the operation of the facility has been fully developed.

Officer recommendation

Council officers will work with the Karori Events Trust in the coming months to discuss possible options and opportunities that would assist the Trust to complete the construction and fit-out of the facility. Council will also work with the trust to progress a plan to enable the future sustainable operation of the Centre.

As such, officers do not currently recommend the the grant funding to the Trust for fit-out or operational costs in 2019/20.

Glenside Progressive Association – track development

Submission

The Glenside Progressive Association have asked that Council progress design of a 1.5m track for the Glenside Reserve loop in 2019/20 with construction progressed in 2020/21. GPA has asked that \$4,000 opex budget be set aside for the design in 2019/20 and note that further funding to construct the track will be requested from the 2020/21 Annual Plan.

Futher bid to increase the funding in weed control budgets, sited budget lines include unplanned maintenance (opex 1015), road corridor growth control (1024) and weed control (1033).

Finally, GPA asked that funding be set aside for incorporating the survey peg for the centre line of the railway tunnel into a reserve as part of the Glenside West-Upper Stebbings development.

Background / analysis

Weed Control

Currently only 8% of all land managed by Wellington City Council has ecological weed control. Existing weed control sites have been prioritised by the species selected for control and the particular areas selected. Species are prioritised for control in accordance with their ability to cause significant damage within each site. Species are then prioritised for each site by tier (climbers, groundcovers then woody weeds) and feasibility of control. The sites are prioritised in accordance with nationally recognised criteria. The site focus within particular reserves will be on sites of highest ecological value, under high threat, areas currently under a restoration programme or areas which have undergone previous control (where we don't want to lose the gains made).

We already have budgeted a 12K increase in the weed budget from 2019/20, and we are currently preparing an investment strategy around increasing weed control efforts. This is designed to ensure our weed control activities align with our strategic objectives.

The investment strategy will cover increased protection in our ecologically significant sites; investment in survey and monitoring to increase our understanding and foster adaptive management and continuous improvement in ecological weed control; target some weeds at a larger scale to achieve value for money; support community action for weed control; increase awareness and change behaviours; work with private landowners to achieve cost effective change; protect our investment into habitat restoration; achieve the vision of transforming the town belt to 65% native vegetation.

Track

The building of this track does not sit as a priority in the Northern Reserves Management Plan or the Open Spaces Access Plan. Council's current focus is to continue with track development in the Stebbing's Stream, Ohariu Ridge and the Skyline Walkway, as per the implementation plan in the Open Space Access Implementation Plan.

Officer recommendation

Weed Control: It is recommended officers continue to work on the investment strategy for weed control. To ensure priorities are balanced across all of Council services, any additional funding requirements would be reviewed through the next Annual Plan or Long-term Plan.

Survey Peg: It is recommended that decisions on the 1927 survey peg and any potential reserve associated with it, be made as part of the Upper Stebbings Valley and Glenside West Structure Plan.

This work is expected to be completed in the next financial year. Any further work or budgets will then be associated with the District Plan Review and / or the next long-term plan.

Track: It is recommended that funding is provided through existing budget in the 2019/20 year for design and quantity surveying for construction of a new track. Funding for the building of a new track would need to be considered during the next Long-term Plan, alongside other priorities. If the Glenside Progressive Association were to obtain external funding for construction of the track, Council would provide project management resources for the construction phase.

Council advisory group fund – Wellington Youth Council

Submission

The Youth Council submit that a \$40,000 fund be set aside for Council's advisory groups to bolster their ability to engage with their communities, and to advance the professional development of members. It is proposed that the funding be split equally across the four advisory groups and would be controlled by Council officers to maintain oversight of spending.

For Youth Council, this funding would be split with roughly half used for expanding the reach of engagement activity and the other half would be used for professional development opportunities.

Background / analysis

The Council's work programme has scheduled a review of the Advisory Groups to help to determine how they can be best placed to help guide Councillors and officers to make decisions. The review is scheduled to happen shortly, starting with engagement with the Advisory Groups, Councillors and officers. Recommendations will be reported to Councillors after the election.

Officer recommendation

The Review needs to be completed before we can make recommendations about funding.