
**ORDINARY MEETING
OF
PŪRORO TAHUA | FINANCE AND PERFORMANCE
COMMITTEE
SUPPLEMENTARY AGENDA**

Time: 9:30am
Date: Thursday, 16 June 2022
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

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A.1 Traffic Resolutions: Barnett Street and three-hour parking	3

A. General Business

TRAFFIC RESOLUTIONS: BARNETT STREET AND THREE-HOUR PARKING

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Tahua Finance and Performance Committee seeks the Committee's agreement to two parking related Traffic Resolutions that have been referred to the Committee by the Regulatory Processes Committee.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- | | |
|--|--|
| Strategic alignment with priority objective areas from Long-term Plan 2021–2031 | <input type="checkbox"/> Sustainable, natural eco city |
| | <input checked="" type="checkbox"/> People friendly, compact, safe and accessible capital city |
| | <input type="checkbox"/> Innovative, inclusive and creative city |
| | <input checked="" type="checkbox"/> Dynamic and sustainable economy |
| | <input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure |
| | <input type="checkbox"/> Affordable, resilient and safe place to live |
| | <input checked="" type="checkbox"/> Safe, resilient and reliable core transport infrastructure network |
| | <input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces |
| | <input type="checkbox"/> Accelerating zero-carbon and waste-free transition |
| | <input type="checkbox"/> Strong partnerships with mana whenua |

Relevant Previous decisions

In February 2022, Te Kaunihera o Pōneke | Council resolved to return the Barnett Street parking area to an all-day parking model and increase metered parking time restrictions.

Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- | | | |
|------------------------------|---|---|
| <input type="checkbox"/> Nil | <input checked="" type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|------------------------------|---|---|

2. Changing the operating model at Barnett Street from the existing model may result in additional revenue if occupancy improves. There is no expected change to revenue expectations as a result of implementing increased time restrictions across the city as payment will still be required for the time for parking between the hours of 8am to 8pm.

Risk

- | | | | |
|------------------------------|---------------------------------|-------------------------------|----------------------------------|
| <input type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|------------------------------|---------------------------------|-------------------------------|----------------------------------|

Authors	Kevin Black, Parking Services Manager Katherine Meerman, Chief Advisor Brad Singh, Transport and Infrastructure Manager
Authoriser	Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Tahua | Finance and Performance Committee:

1. Receive the information.
2. Note that Council has previously resolved to return the Barnett Street Parking Area to an all-day operating model and to increase time limits for on-street parking from 2 hours to 3 hours between the hours of 5pm and 8pm weekdays and 8am to 8pm on weekends.
3. Approve the following amendments to the Traffic Restrictions, pursuant to the provision of the Traffic and Parking Bylaw 2021:
 - a. TR56-22 Wellington Central, Wellington – Increase in metered parking time restrictions.
 - b. TR69-22 Barnett Street Car Park, Te Aro – Increase in time restrictions and operating hours of metered spaces.
4. Note that options for supporting the Arts and Events sector through pandemic recovery, are currently being explored in discussion with the sector.

Whakarāpopoto | Executive Summary

3. On the 24th of February 2022 Te Kaunihera o Pōneke | Council resolved to return the Barnett Street area to an all-day parking model and reconfirmed a previous resolution made on 18 February 2021 to extend time limits for after-hours and weekend parking from two to three hours from 1 July 2022.
4. Traffic Resolutions were required to affect both decisions and these were prepared and presented to the Pūroro Hātepe | Regulatory Processes Committee on 8 June 2022. The Pūroro Hātepe | Regulatory Processes Committee subsequently requested the traffic resolutions be referred to the Finance and Performance Committee for final decision.

Takenga mai | Background

Barnett Street Parking Area

5. Prior to 1 July 2021 the Barnett Street Parking area was operated by Wellington Waterfront using a private parking operator. The operating model in place was one that allowed for all day parking except for when the Sunday market was operational.
6. As part of the development of the 2021-31 Long Term Plan it was agreed that the Council would begin to operate the carpark directly and move the operating model to an hourly rate model to align with the objectives of the parking policy and provide an alternative parking option, as on-street parking begins to be removed from the central city.
7. Currently the parking area operates during the hours of 8am and 8pm to align with on-street parking with a four-hour parking limit at current on-street hourly rates.

8. On 24 February 2022, the Council considered two papers – the first was a 2022 Pandemic Response Plan and the second was a paper outlining proposed changes to on-street parking hours. As part of the discussion on those papers the low occupancy rate of the Barnett Street parking area was noted and discussed.
9. The low occupancy rate of the Barnett Street parking area was noted and discussed. Officer advice at the time was this was likely to be related to the ongoing COVID-19 pandemic, which has seen significant numbers of people work from home.
10. Tables 1 and 2 below show occupancy across the city for the last nine months – table 1 showing changes in peak occupancy and table 2 showing average occupancy. By way of comparison on-street parking occupancy across all our existing metered parks has averaged 53% peak occupancy in the period between July 2021 and April 2022. It should also be noted that the Clifton Parking area is now largely operating at full capacity between Monday and Friday.
11. Overall, occupancy levels have stayed relatively constant and are currently sitting at 53% peak occupancy, with average occupancy sitting at 46%. This means there has been on-street availability in most areas of the city to cater for the existing numbers of people seeking on-street parking.
12. Peak Occupancy refers to the average point in the day when demand for available parks is highest. Average occupancy refers to the average across the operating hours for the month referred to.

Peak Occupancy figures

Month	Peak Occupancy Weekday	Peak Occupancy Weekend	Peak Occupancy 7 Days
July 21	58%	55%	58%
August 21	48%	40%	46%
September 21	51%	43%	49%
Quarterly Cumulative Total	53%	46%	51%
October 21	56%	51%	54%
November 21	57%	52%	56%
December 21	57%	53%	56%
Quarterly Cumulative Total	55%	49%	53%
January 22	53%	48%	51%
February 22	56%	54%	56%
March 22	49%	48%	49%
Quarterly Cumulative Total	54%	49%	53%
April 22	52%	54%	52%
Cumulative YTD Total	54%	50%	53%

Average Occupancy figures

Month	Average Occupancy Weekday	Average Occupancy Weekend	Average Occupancy 7 Days
July 21	52%	45%	50%
August 21	42%	34%	40%
September 21	45%	35%	42%
Quarterly Cumulative Total	46%	38%	44%
October 21	51%	43%	48%
November 21	51%	44%	49%
December 21	50%	44%	49%
Quarterly Cumulative Total	49%	41%	46%
January 22	47%	40%	45%
February 22	51%	47%	50%
March 22	44%	39%	43%
Quarterly Cumulative Total	48%	41%	46%
April 22	46%	45%	46%
Cumulative YTD Total	48%	42%	46%

13. The Council's parking policy encourages an increase in the use of active modes of transport and public transport to move more people using less vehicles. The parking policy aligns with Council's wider climate objectives to decrease vehicle use and reduce carbon emissions.
14. The Council resolved to reverse the decision made in the LTP and move the Barnett Parking Area back to an all-day parking model. To implement this decisions, officers have completed the required Traffic Resolution process, which is a requirement to allow enforcement of the revised operating model.
15. If the attached Traffic Resolutions are adopted by the Committee, a daily maximum charge of \$20 would apply in the Barnett Street parking area. This rate has been chosen to align with the charging approach already in place in the Clifton Terrace parking area which accommodates those wishing to park in the city all day.
16. If approved the intention that a daily maximum charge of \$20 per day would apply in the Barnett Street parking area which aligns with the charging approach already in place in the Clifton Terrace parking area which accommodates those wishing to park in the city all day.
17. Discussion at the 24 February Te Kaunihera o Pōneke | Council meeting also included whether there might be options to support Art's other related events and conferences as the city started to move out of the pandemic through parking.
18. Suggestions included using available parking space either at Barnett Street or elsewhere. Options to support the arts and events sector through parking are currently

being discussed with the Manager Creative Capital. Parking Services will continue to work with the Creative Capital Team on potential options.

Increase in metered parking restrictions

19. At meeting of the Pūroro Maherehere | Annual Plan/Long Term Plan Committee on 18 February 2021 the Committee resolved to extend on-street parking limits from P120 (2 hours) to P180 (3 hours) on Monday to Friday, between the hours of 5pm and 8pm and on the weekends between the hours of 8am to 8pm.
20. Additionally, on-street parking that allows for P600 (10 hours) will extend to P720 (12 hours) between the hours of 8am and 8pm Monday to Friday to align with the LTP decision to extend on-street parking hours of operation to 8pm seven days per week.
21. This decision was made following representation from businesses in the central city , asking for parking hours to be extended to assist with attracting people back into the city following the pandemic restrictions, and to provide more time for people to spend in the city before needing to move their vehicle. The committee resolved this change would be effective from 1 July 2022.
22. Officers have completed the necessary Traffic Resolution process to give effect to this resolution.

Kōrerorero | Discussion

23. The pandemic has had a significant impact on both the business and hospitality sectors across the city and both proposals in the attached traffic resolutions were initiated to as part of a package of initiatives to support people returning to the city and to
24. Following Council decisions on both initiatives, Traffic Resolutions were prepared and consulted with the public. The main area of feedback received on the Barnett Street parking area proposal was a concern that the decision did not fit with the objectives of the Council's parking policy. Feedback on the change to three-hour limits was supportive as people saw the change as both broadly supportive of the parking policy and a measure to encourage people back into the city.

Kōwhiringa | Options

25. The options available to the Committee are to either to continue with the implementation of both resolutions and approve the attached Traffic Resolutions or not approve one of both of the attached Traffic Resolutions.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

26. The Council's parking policy encourages an increase in the use of active modes of transport and public transport to reduce reliance on the private vehicle and contribute to the Council's wider climate objectives reduced carbon emissions. Feedback from consultation saw the three-hour change as consistent with this policy.
27. Both Traffic Resolutions support the Council's objective of supporting local businesses and encouraging activity back to the city to support pandemic recovery.

Engagement and Consultation

28. Consultation with the community was undertaken through the Traffic Resolutions process. If the Committee adopts the Traffic Resolutions, officers will develop a communications plan to ensure the public are aware of the changes.

Implications for Māori

29. There are no specific implications for Māori arising from this paper.

Financial implications

30. Changing the operating model at Barnett Street from the existing model may result in additional revenue if occupancy improves. There is no expected change to revenue expectations as a result of implementing increased time restrictions across the city as payment will still be required for the time for parking between the hours of 8am to 8pm.

Legal considerations

31. There are no legal considerations arising from the adoption of the recommendations contained in this paper.

Risks and mitigations

32. There are no significant risks associated with implementing the recommendations contained in this paper

Disability and accessibility impact

33. There are no disability or accessibility impacts of not implementing the current resolution.

Climate Change impact and considerations

34. There are no climate change impacts associated with reversing the existing resolution.

Communications Plan

35. Consultation with the community was undertaken through the Traffic Resolutions process. If the Committee adopts the Traffic Resolutions, officers will develop a communications plan to ensure the public are aware of the changes.

Health and Safety Impact considered

36. N/A

Ngā mahinga e whai ake nei | Next actions

37. If the recommendations contained in this paper are adopted then the Council will take steps to inform the public, business, and other stakeholders of this decision.

Attachments

Attachment 1.	TR56-22 Wellington Central, Wellington – Increase in metered parking time restrictions ↓	Page 11
Attachment 2.	TR69-22 Barnett Street Car Park, Te Aro – Increase in time restrictions and operating hours of metered spaces ↓	Page 18

We are proposing a change in your area

**Absolutely Positively
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Kia ora,

You are receiving this leaflet as we would like to inform you of a proposed change we are making in or around your neighbourhood/place of business.

Proposal:

Reference	TR56-22 Wellington Central, Wellington - Increase in metered parking time restrictions
What we'd like to do	<ul style="list-style-type: none"> • Increase the time limit metered parking in all areas that are currently P120 (2 hours) to P180 (3hours) between the hours of: <ul style="list-style-type: none"> – Monday - Friday 5.00pm to 8.00pm – Saturday - Sunday 8.00am to 8.00pm • Increase the time limit metered parking in all areas that are currently P600 (10 hours) to P720 (12 hours) between the hours of 8:00am – 8:00pm Monday – Sunday
Why we are proposing the change	<ul style="list-style-type: none"> • Council has been approached by central city businesses about the on-going detrimental effects of the pandemic and changes in how the public access the Central City. They have requested assistance to support the retail and hospitality sector through this pandemic period. • This proposal is intended to help encourage the public back into the central city. • It will also allow visitors to the city the ability to park for longer periods during the weekday evenings and throughout the weekend. <ul style="list-style-type: none"> – The increase in time limits up to 3 hours was implemented as a temporary change from 21 March 2022 until 30 June 2022 as part of the Pandemic Response Plan. This proposal seeks to extend these changes. – Increasing the P600 parks to P720 will align the time limits with the current operating hours.
Location – where we propose to make the change	Central Wellington
Impact	<ul style="list-style-type: none"> • There are approximately 2700 P120 metered parking spaces and 340 P600 spaces throughout the Central City. • The increase in time limit will apply from 1 July 2022. • It excludes time restricted but unmetered parking spaces within Central Wellington. • There are no proposed changes to operating hours or fees for the metered parking spaces.

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<p>How this relates to the Parking Policy 2020</p>	<ul style="list-style-type: none"> • Extension of time limits is intended to be a first step on the path to a more comprehensive demand-based pricing strategy. This new approach will look at using price and time restrictions to get the best use of parking spaces to ensure optimal vehicle occupancy and turnover. • Council is focused on supporting business wellbeing and vitality by changing the time limits which is a parking management tool that can support economic activity within the central city.
<p>Additional Information</p>	<ul style="list-style-type: none"> • To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Monday 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
<p>Feedback</p>	<ul style="list-style-type: none"> • If you would like to provide us with specific feedback, you can do so by filling out an online submission form or downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ <p>Please note if you are giving feedback the consultation period opens 9.00am Monday 11 April 2022 and finishes 5.00pm Sunday 8 May 2022.</p>
<p>Next Steps</p>	<ol style="list-style-type: none"> 1. Feedback collated by Tuesday 31 May 2022. 2. The proposal will go to Regulatory Processes Committee on Wednesday 8 June 2022. 3. If approved, the proposal will apply from 1 July 2022.

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Traffic Resolution Plan: TR56-22 – Wellington Central – Increase In Metered Parking Times



Day	Zone	Current	Proposed
Monday – Friday	Yellow – Centre Green - Fringe	P120 8.00am – 8.00pm	P120 8.00am – 5.00pm P180 5.00pm – 8.00pm
Saturday – Sunday	Yellow - Centre Green - Fringe	P120 8.00am – 8.00pm	P180 8.00am – 8.00pm
Monday – Sunday	Pink - Outer	P600 8.00am – 8.00pm	P720 8.00am – 8.00pm

Prepared By: Renee Reedy **(Project Advisor)**

Approved By: Brad Singh **(Manager Transport & Infrastructure)**

Date: 24/05/2022

Feedback Received

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Feedback Received

Name: David
Suburb: Khandallah
Agree: Yes

The time limit on Saturday and Sunday should be Four hours, rather than Three hours.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

The Parking Policy defines short stay parking as three hours or less and this type of parking has a higher priority within the Central City. While we can understand the desire to have a parking option of up to 4 hours in the weekend, on-street parks within the Central City need to be predominately short stay parks to align with the objectives of our parking policy.

Name: Andrew
Suburb: Miramar
Agree: No

The balance here does not seem right. I agree with the extension of metered time limits into the evenings, but isn't a 12-hour time restriction in a 12-hour carpark just unrestricted? Likewise, the weekend parking extension flies in the fact of efforts to have wellington move less by private car. Seeking to increase the occupancy of on-street parking only makes it harder to convert that parking into space for active or public transport. I think this should be re-thought, with an eye back to increasing, not decreasing, parking turnover.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

The changed time limits are the first step on the path to a more comprehensive demand-based pricing strategy within the Central City.

Extending outer parking from a 10-hour parking limit to 12 hours, is to allow the operating hours and time limits to be aligned. These are existing long-stay parks and no additional parks are being transferred into long-stay parking within this proposed traffic resolution.

This is a transitional measure until the progressive roll out of the Parking Policy, the Bike Network Plan and Let's Get Wellington Moving begins to reprioritise the use of parking spaces to support more active and public transport.

Feedback Received

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Name: KG
Suburb: Mount Cook
Agree: No

So much council rhetoric is for moving people to active and public transport, yet actual actions like this are the opposite. Actions speak louder than words...

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

The Parking Policy defines short stay parking as three hours or less and this type of parking has a higher priority within the Central City. This is a transitional measure until the progressive implementation of the Bike Network Plan and Let's Get Wellington Moving begins to reprioritise the use of some of parking spaces to support more active and public transport.

Name: H
Suburb: Te Aro
Agree: Yes

Can you also keep the \$1 fees for these times? And extend weekend parking to 4 hours. Can you also review all inner-city parking times and costs? Coupon parking is more expensive than early bird parking in a building. For shoppers and visitors in the city 2 hours is not long enough and \$5 per hour is too expensive.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

Council agreed to temporarily lower parking charges to \$1 during the weekend and weekday evenings as part of the Pandemic Response Plan. The initiatives within the plan were targeted to support the hospitality and retail sector who had been impacted by red light settings. This was a short-term measure that is only in place until 30 June 2022, after which fees will be returned to normal rates.

Under the Parking Policy, the provision of short-stay parking has a higher priority within the Central City over medium-stay on-street parking. While we can understand the desire to have a parking option of up to 4 hours during the weekends, the Parking Policy defines short-stay parking as three hours or less.

The proposed changes within this Traffic Resolution are the first step towards this approach and introducing a more comprehensive demand-based pricing strategy. This new approach to parking charges will guide how prices are changed and reviewed, which includes both Central City parking fees and long-stay (coupon) parking in the suburbs.

Feedback Received

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Name: Ajt182
Suburb: Berhampore
Agree: Yes

Agree on the terms stated

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

Name: Mike on behalf of Living Streets Aotearoa
Suburb: Not Stated
Agree: Not Stated

Living Streets supports the WCC Parking Policy, and it is good to see that Traffic Resolutions are being assessed against that policy, and that most of this round of Traffic Resolutions <https://www.letstalk.wellington.govt.nz/traffic-resolutions-june-2022/widgets/369833/documents> support that policy. However, there is one notable exception.

TR56-22 Wellington Central, Wellington - Increase in metered parking time restrictions

This TR says that it is intended to be a first step on the path to a more comprehensive demand-based pricing strategy. Since such a pricing strategy has been part of Council Parking Policy since at least 2008, perhaps this could do with more attention?

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

Council is looking to introduce demand-based pricing within the 2023-24 financial year, following the adoption of new technology, to support the Council's parking policy and the implementation of LGWM and other city initiatives.

Name: Informed Resident
Suburb: Churton park
Agree: Yes

Definitely agree with the above to enable people for whom bus transport is not suitable to attend concerts, go for dinner etc. Particularly for early evening events.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

Feedback Received

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Name: Emily
Suburb: Ngaio
Agree: Yes

We note that “TR56-22 Wellington Central, Wellington - Increase in metered parking time restrictions” says that it is intended to be a first step on the path to a more comprehensive demand-based pricing strategy. Since such a pricing strategy has been part of Council Parking Policy since at least 2008, perhaps this could do with more attention? In particular, we support those that support pedestrians (of all descriptions) and public transport, which includes: those that support mode shift, including: TR50-22 Donald Street, Karori – School Bus Stop time limit change TR58-22 Chaffers Street, Te Aro – Bus layover parking those that support or improve pedestrian access, including: TR66-22 Karepa Street, Brooklyn – No Stopping At All Times TR70-22 Marine Parade, Seatoun - No Stopping At All Times and those that support disabled access, including: TR73-22 The Terrace, Wellington Central – Metered Mobility Parks TR74-22 Wakefield Street, Te Aro – Metered Mobility Parks TR075-22 Frankmoore Avenue, Johnsonville – Alterations to mobility parking spaces; Remove one P120 parking space. Two minor points regarding TRs: It is not easy running through a list of proposals that is in no particular order; so we suggest that they be listed by suburb and street name rather than by TR number; Referring to downloaded files is difficult because of convoluted names that have no apparent link with any particular document, e.g. <https://www.letstalk.wellington.govt.nz/76920/widgets/369833/documents/229577>; so we suggest that the TR number be included in the file name.

Officer’s Response:

Thank you for your feedback on Traffic Resolution TR56-22 Wellington Central – Increase in metered parking time restrictions.

Council is looking to introduce demand-based pricing within the 2023-24 financial year, following the adoption of new technology, to support the Council’s parking policy and the implementation of LGWM and other city initiatives.

We are proposing a change in your area

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Kia ora,

You are receiving this leaflet as we would like to inform you of a proposed change we are making in or around your neighbourhood/place of business.

Proposal:

Reference	TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces
What we'd like to do	<ul style="list-style-type: none"> • Change the 25 Parking Spaces in Barnett Carpark (Blue) from P240 (4 hours) up to P600 (10 hours) • Change the 119 Parking Spaces in Barnett Carpark (white) from P240 (4 hours) up to P840 (14 hours) • Introduce a daily maximum charge that will be applicable once the first 6 hours have been paid
Why we are proposing the change	<ul style="list-style-type: none"> • In July 2021, the management of Barnett Carpark was transferred to Wellington City Council Parking Services. Prior to this, it has been managed by an external contractor. The time restrictions were reduced to P240 to align with the Parking Policy and help to promote mode shift. This initiative provided an alternative short-term parking option in the city • Due to underutilisation of the carpark facility, Council proposes to reinstate all-day parking • A daily-max parking fee will align charges with parking of self-contained vehicles
Location – where we propose to make the change	Barnett Street Carpark, Wellington Waterfront
Impact	<ul style="list-style-type: none"> • This change will apply to 144 metered parking spaces • New restrictions will apply from 1 July 2022 • There are 14 x 24hr maximum metered spaces for self-contained vehicles within the carpark. These will not be changed by this proposal and current restrictions will still apply
How this relates to the Parking Policy 2020	<ul style="list-style-type: none"> • The Parking Policy encourages an increase in the use of active modes of transport and public transport to move more people using less vehicles. This aligns with Councils wider climate objectives to decrease vehicle use, to contribute towards reduced carbon emissions. • Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

We are proposing a change in your area

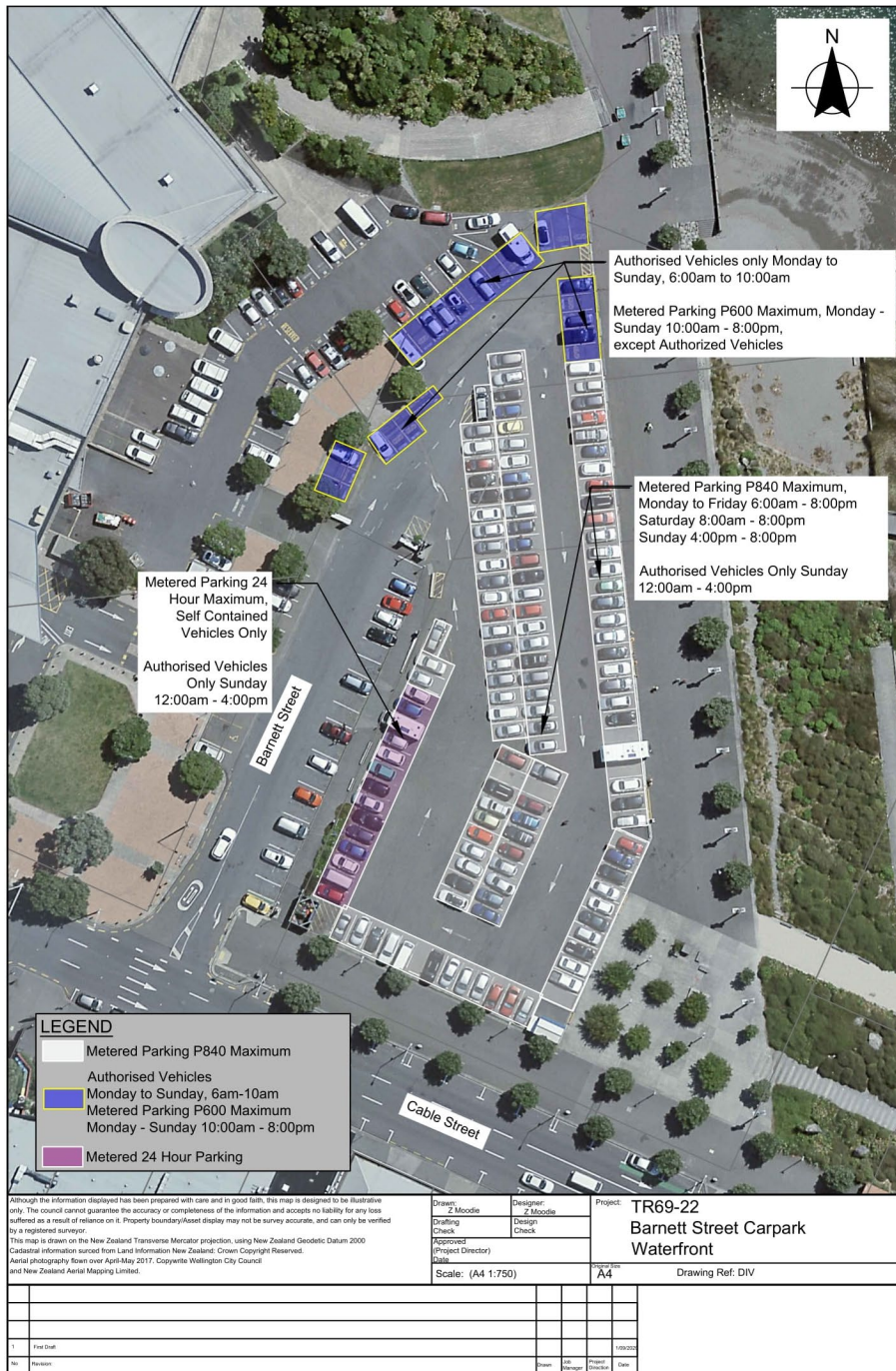
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<p>Additional Information</p>	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Councils website from 9.00am Monday 11 April 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
<p>Feedback</p>	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ Please note if you are giving feedback the consultation period opens 9.00am Monday 11 April 2022 and finishes 5.00pm Sunday 8 May 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
<p>Next Steps</p>	<ol style="list-style-type: none"> Feedback collated by Tuesday 31 May 2022. The proposal will go to Regulatory Processes Committee on Wednesday 8 June 2022. If approved, the proposal will apply from 1 July 2022.

We are proposing a change in your area

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Traffic Resolution Plan: TR69-22 Barnett Street Car Park, Te Aro - Increase in time restrictions and operating hours



We are proposing a change in your area

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Legal Description:

Delete from Schedule F (Metered Parking) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Barnett Street Carpark, Wellington Waterfront	Metered Parking, P240 Maximum, Sunday to Thursday 10:00am - 8:00pm, Friday and Saturday 10:00am - 10:00pm, except Authorised Vehicles	25 Parking Spaces, refer to attached traffic resolution plan (Blue)
Barnett Street Carpark, Wellington Waterfront	Metred Parking, P240 Maximum, Monday to Thursday 10:00am - 8:00pm, Friday and Saturday 8:00am - 10:00pm, Sunday 4:00pm - 8:00pm	119 Parking Spaces, refer to attached traffic resolution plan (White)

Delete from Schedule B (Class Restricted) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Barnett Street Carpark, Wellington Waterfront	Authorised vehicles only, Sunday 12:00am to 4:00pm	25 Parking Spaces, refer to attached traffic resolution plan (Blue)
Barnett Street Carpark, Wellington Waterfront	Authorised vehicles only, Sunday 12:00am to 4:00pm	119 Parking Spaces, refer to attached traffic resolution plan (White)

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

Column One	Column Two	Column Three
Barnett Street Carpark, Wellington Waterfront	Metered Parking, P600 Maximum, Monday - Sunday 10:00am - 8:00pm, except Authorised Vehicles	25 Parking Spaces, refer to attached traffic resolution plan (Blue)
Barnett Street Carpark, Wellington Waterfront	Metred Parking, P840 Maximum, Monday to Friday 6:00am - 8:00pm Saturday 8:00am - 8:00pm Sunday 4:00pm - 8:00pm	119 Parking Spaces, refer to attached traffic resolution plan (White)

We are proposing a change in your area

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Me Heke Ki Pōneke

Add to Schedule B (Class Restricted) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Barnett Street Carpark, Wellington Waterfront	<i>Authorised vehicles only, Monday - Sunday 6:00am to 10:00pm</i>	<i>25 Parking Spaces, refer to attached traffic resolution plan (Blue)</i>
Barnett Street Carpark, Wellington Waterfront	<i>Authorised vehicles only, Sunday 12:00am to 4:00pm</i>	<i>119 Parking Spaces, refer to attached traffic resolution plan (White)</i>

Prepared By: Renee Reedy **(Project Advisor)**

Approved By: Brad Singh **(Manager Transport &
Infrastructure)**

Date: 24/05/2022

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received

Name: Andrew
Suburb: Miramar
Agree: No

A change totally in defiance of the parking policy I cannot support. If this space is under-utilised then it means that there is less pressure on the nearby on-street parking, for example to allow further bus layover on Cable St (to offset that lost due to the Newtown to CBD cycleway). Incredible expense is so often forced onto cycleway projects due to high parking use, long-term parking in the CBD should not be encouraged, the resulting empty carparks should become simple bike lanes and what parking there is should be in support of fast turnover. If long-term carparks from other places were being 'relocated' to this location for an overall benefit, and it was clear that this long-term use is needed for some reason, that would be a different matter.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

The progressive implementation of the Bike Network Plan and Let's Get Wellington Moving will result in parking spaces being reprioritised to support more active and public transport. Specifically, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative longer-term parking option.

Name: Mike on behalf of Living Streets Aotearoa
Suburb: Not Stated
Agree: No

Living Streets supports the WCC Parking Policy, and it is good to see that Traffic Resolutions are being assessed against that policy, and that most of this round of Traffic Resolutions <https://www.letstalk.wellington.govt.nz/traffic-resolutions-june-2022/widgets/369833/documents> support that policy. However, there is one notable exception.

Feedback Received

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking

This TR explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city.

We strongly oppose this TR, for the following reasons:

1. As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best;
2. There is no evidence supplied that there is demand in the area for the changes proposed;
3. This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use;
4. As well as being in conflict with the Parking Policy, by encouraging vehicle use it is in conflict with Council's transport policies and with Let's Get Wellington Moving's key focus on moving more people in fewer vehicles;
5. The proposal is also in direct conflict with the Climate Change policy, arguably the single most important policy because it is the only one in relation to which Council (and other bodies) has declared an emergency, with its effects being both existential and ever-increasing. In contrast, while the pandemic is clearly serious, its effects are neither existential nor ever-increasing, and no emergencies have been declared.

On that basis we urge that this TR be rejected.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

It's great to hear your support of the Parking Policy. We acknowledge the points you have raised about how the proposed changes to Barnett Street Carpark are contrary to both the Parking Policy and Council's wider climate objectives.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering,

Feedback Received

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Wellington City Council
Me Heke Ki Pōneke

which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Additionally, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative option near Courtenay Place.

Name: Tim

Suburb: Mount Victoria

Agree: No

I support the WCC Parking Policy, and it is good to see that Traffic Resolutions are being assessed against that policy and that most of this round of Traffic Resolutions support that policy. However, TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city. I strongly oppose this TR, for the following reasons: 1. As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best; 2. There is no evidence supplied that there is demand in the area for the changes proposed; 3. This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use; 4. Climate change is an existential risk, getting more serious as time goes on, which the Council and other bodies have declared as an emergency. The pandemic is not an existential risk, the situation currently appears to be improving, and no emergencies have been declared; 5. The proposal is in direct conflict with two key Council policies. On that basis I urge that this TR be rejected.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

It's great to hear your support of the Parking Policy. We acknowledge the points you have raised about how the proposed changes to Barnett Street Carpark are contrary to both the Parking Policy and Council's wider climate objectives.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Feedback Received

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Wellington City Council**
Me Heke Ki Pōneke

Additionally, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative option near Courtenay Place.

Name: Shannon
Suburb: Wellington Central
Agree: No

Increase in operating hours and time restrictions encourages private vehicle use within the city in conflict with councils carbon zero goals and other private vehicle related policies.

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

As you will be aware, the Pandemic has significantly impacted the city, through the reduction of the numbers of people working in the city or visiting the central city for entrainment or shopping. This has impacted our retail and entertainment businesses.

Anecdotally, while we are starting to see the return of people to the city, the purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Name: Emily
Suburb: Ngaio
Agree: No

We support the WCC Parking Policy, and it is good to see that Traffic Resolutions (TRs) are being assessed against that policy and that most of this round of Traffic Resolutions support that policy. However, there is one notable exception: "TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces" explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city. We strongly oppose this TR, for the following reasons: As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best; There is no evidence supplied that there is demand in the area for the changes proposed; This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use; Climate change is an existential risk, getting more serious as time goes on, which the Council and other bodies have declared as an emergency. The pandemic is not an existential risk, the situation currently appears to be improving, and no emergencies have been declared; The proposal is in direct conflict with two key Council policies. On that basis we urge that this TR be rejected.

Feedback Received

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

It's great to hear your support of the Parking Policy. We acknowledge the points you have raised about how the proposed changes to Barnett Street Carpark are contrary to both the Parking Policy and Council's wider climate objectives.

Council has recommended this approach in response to the on-going effects of the pandemic. Although the proposed change is not in line with some of the objectives of the Parking Policy, Council is committed to supporting economic activity and encouraging the public back into the Central City.

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Additionally, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative option near Courtenay Place.

Name: Paddy

Suburb: Karori

Agree: No

The parking periods are unnecessary long

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

The purpose of this Traffic Resolution is to provide some level of longer-term parking than that offered by our on-street offering, which mainly provides a 2-hour parking limit in weekdays with a three-hour limit to be introduced from 1 July in the evenings and weekends.

Name: Nellie

Suburb: Kilbirnie

Agree: No

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Wellington City Council
Me Heke Ki Pōneke

However, there is one notable exception: “TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces” explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city. We strongly oppose this TR, for the following reasons: As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best; There is no evidence supplied that there is demand in the area for the changes proposed; This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use; Climate change is an existential risk, getting more serious as time goes on, which the Council and other bodies have declared as an emergency. The pandemic is not an existential risk, the situation currently appears to be improving, and no emergencies have been declared; The proposal is in direct conflict with two key Council policies. On that basis we urge that this TR be rejected.

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Additionally, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative option near Courtenay Place.

Name: James

Suburb: Crofton Downes

Agree: No

Nil

Feedback Received

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Officer's Response:

Thank you for your feedback on Traffic Resolution TR69-22 Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces.

Name: Rosel

Suburb: Newtown

Agree: No

We support the WCC Parking Policy, and it is good to see that Traffic Resolutions (TRs) are being assessed against that policy and that most of this round of Traffic Resolutions support that policy. However, there is one notable exception: "TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces" explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city. We strongly oppose this TR, for the following reasons: As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best; There is no evidence supplied that there is demand in the area for the changes proposed; This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use; Climate change is an existential risk, getting more serious as time goes on, which the Council and other bodies have declared as an emergency. The pandemic is not an existential risk, the situation currently appears to be improving, and no emergencies have been declared; The proposal is in direct conflict with two key Council policies. On that basis we urge that this TR be rejected.

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Additionally, the Newtown to City cycleway will see the removal of long stay parking along Adelaide Road and Cambridge Terrace. Barnett Street Carpark will provide an alternative option near Courtenay Place.

Name: Dhanya
Suburb: Kingsland, Auckland
Agree: No

I support the WCC Parking Policy, and it is good to see that Traffic Resolutions (TRs) are being assessed against that policy and that most of this round of Traffic Resolutions support that policy. However, there is one notable exception: "TR69-22 - Barnett Street Carpark - Increase of time restrictions and operating hours of metered parking spaces" explicitly notes that it is contrary to both the Parking Policy and Council's wider climate objectives, driven by underutilisation of the carpark facility on the assumption (no evidence is given) that this will support economic activity and encourage the public back into the central city. I strongly oppose this TR, for the following reasons: As Council officers know (see, for example, work done on the transitional cycleways) any direct linkage between parking provision and economic activity is tenuous at best; There is no evidence supplied that there is demand in the area for the changes proposed; This is prime waterfront land, and parking is generally acknowledged to be very poor use of such land. The underutilisation clearly shows that this land could be put to better use; Climate change is an existential risk, getting more serious as time goes on, which the Council and other bodies have declared as an emergency. The pandemic is not an existential risk, the situation currently appears to be improving, and no emergencies have been declared; The proposal is in direct conflict with two key Council policies. On that basis I urge that this TR be rejected.

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