

TR66-21 Central Business District, Wellington - Metered parking fee increase; weekdays

NAME		SUBURB	CITY	GIVING FEEDBACK	AGREE	COMMENT	OFFICER'S RESPONSE
Helen	Howell	Wellington	Wellington	as an individual	No	Everyone I've ever had come to visit me in Wellington has gasped at the cost of parking here. It's absolutely exorbitant. People who use parking already pay ridiculous amounts just to pop into Bunnings or grab lunch with a friend. Increasing prices will change nothing except for encouraging more people not to pay for parking and to risk a ticket instead, because they can't afford to actually pay for it regularly.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city during the week. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing.
Hana	Reeve	Ngaio	Wellington	as an individual	No	If you want to increase parking fees fox pubic transport first bc some. People who work in town don't have a choice	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city during the week. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Jeanne-Claire	Gordon	kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city during the week.
Connor	Tweedie	Kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city during the week.
Kathryn	Carmody	Wellington	Wellington	as an individual	No	I understand that Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. But as a ratepayer, my preference would be for Council to focus on reducing financial costs instead of just passing higher costs back to me.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city during the week. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing.
Jake	Ninness	Wellington	Wellington	as an individual	No	I strongly oppose this	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city during the week. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short- and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing.

Gisela	Broom	NZ European	NZ European	as an individual	No	Car parking costs are too high as they are	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city during the week. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short- and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing.
Tim	Jenkins	Karori	Wellington	as an individual	Yes	I support the Council's position that people using parking spaces should contribute more towards the overall cost of providing on street parking. I also support the aims to reflect the market value of on-street parking, and better manage demand for on street parking spaces by increasing fees to encourage turnover.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city during the week.
David	Harkness	Brooklyn	Wellington	as an individual	Yes	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city during the week.
Jonathan	Markwick	Mount Cook	Wellington	as an individual	Yes	As a frequent visitor to the CBD for work and shopping, I fully support the proposed changes in TR67-21 and TR66-21. It is critical that Wellington reduces its carbon emissions as much as possible, that includes reducing carbon emissions from transport which means reducing car use. Increasing parking fees will make alternatives to fossil fuel burning transport such as walking, cycling and public transport relatively more appealing. Higher parking fees are much more preferable than higher rates given Wellington's already extremely high rents. Unaffordable housing has a much higher social cost (homelessness, crime, mental and physical illness, overcrowding etc.) than expensive parking.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city during the week. Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking. We believe that this approach will also encourage the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050.
Scott	Higham-Lee	Karori	Wellington	as an individual	No	I also wish to offer feedback about TR-66-21 but that is missing from the above list. Please consider the feedback in relation to both items. My sense is the council is discouraging the use of private vehicles in the CBD entirely by increasing the per hour cost for parking - both during the weekday and weekends. This will have an adverse impact on people's willingness to enter the CBD and mean that retailers and hospitality outlets - both struggling with patronage - will continue to struggle to do business. At a time when we need to provide meaningful support to Wellington restaurants, cafe's, and shops, this is punitive and discouraging. I feel this will inevitably lead to the further closure of small shops and restaurants and the loss of meaningful experiences for people visiting the CBD. I don't believe that the time is right to do this, and would argue that we should be doing the complete opposite as a means of stimulating economic activity in Wellington. I don't accept we have alternative transport options sufficiently scaled to encourage people to get out of car. Public transport is fragmented, disruptive, and not an attractive way of getting around. I encourage the Council to resist the temptation to resort to punitive measures as a means of increasing revenue and look at alternative means for managing its financial shortfalls.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city during the week. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short- and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz .

NO	8
YES	3
TOTAL	11

TR67-21 Central Business District, Wellington – Metered parking fee increase; weekend

NAME		Suburb:	City:	GIVING FEEDBACK	AGREE	COMMENT	OFFICER'S RESPONSE
PLEASE NOTE THAT THERE HAS BEEN AN AMENDMENT SINCE THE OFFICER'S RESPONSE. YOU CAN VIEW THE AMENDED COPY OF THE TRAFFIC RESOLUTION ON https://wellington.govt.nz/your-council/meetings/committees/regulatory-processes/2021/06/08							
Robb	Morison	Karori	Wellington	as an individual	No	Punishing vehicle owner	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020 Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing.
Scott	Higham-Lee	Karori	Wellington	as an individual	No	I also wish to offer feedback about TR-66-21 but that is missing from the above list. Please consider the feedback in relation to both items. My sense is the council is discouraging the use of private vehicles in the CBD entirely by increasing the per hour cost for parking - both during the weekday and weekends. This will have an adverse impact on people's willingness to enter the CBD and mean that retailers and hospitality outlets - both struggling with patronage - will continue to struggle to do business. At a time when we need to provide meaningful support to Wellington restaurants, cafe's, and shops, this is punitive and discouraging. I feel this will inevitably lead to the further closure of small shops and restaurants and the loss of meaningful experiences for people visiting the CBD. I don't believe that the time is right to do this, and would argue that we should be doing the complete opposite as a means of stimulating economic activity in Wellington. I don't accept we have alternative transport options sufficiently scaled to encourage people to get out of car. Public transport is fragmented, disruptive, and not an attractive way of getting around. I encourage the Council to resist the temptation to resort to punitive measures as a means of increasing revenue and look at alternative means for managing its financial shortfalls.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz .
Kirstin	Vaa	Grenada Village	Wellington	as an individual	No	Your proposal is to increase the cost of parking in the city centre. If you do this, all you're doing is encouraging classism in the city where it will be overrun by wealthy people that can afford to drive in and park up. Where's the concentration on diversifying the city? You need to be putting your efforts into making the public transport system work because it's certainly not right now. It's expensive and unreliable. I don't know how many times I've been late to work because buses just do not turn up. Wellingtonians have lost all faith in public transport and hiking the cost of parking in Wellington is not going to fix the issue at all - lower income earners and even the middle class will just stay in the suburbs and avoid the city centre unless they absolutely have to visit for work etc. Housing is expensive in Wellington and then adding this in is going to make it impossible to live here very soon for young families, middle class and lower income earners.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short- and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz .
Alexis	Gallagher	Stokes Valley	Lower Hutt	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends.

SK	Oosterbaan	Melling	Lower Hutt	as an individual	No	As someone living in the Hutt Valley, where buses and trains are not frequent on the weekend, nor do trains travel into the Courtenay Place end of town, increasing the cost of metered parking discourages patronage. Parking is free on the weekend in the Hutt.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short- and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to
Jonathan	Markwick	Mount Cook	Wellington	as an individual	Yes	As a frequent visitor to the CBD for work and shopping, I fully support the proposed changes in TR67-21 and TR66-21. It is critical that Wellington reduces its carbon emissions as much as possible, that includes reducing carbon emissions from transport which means reducing car use. Increasing parking fees will make alternatives to fossil fuel burning transport such as walking, cycling and public transport relatively more appealing. Higher parking fees are much more preferable than higher rates given Wellington's already extremely high rents. Unaffordable housing has a much higher social cost (homelessness, crime, mental and physical illness, overcrowding etc.) than expensive parking. This feedback also applies to TR66-21. (it wasn't on the submission form's tick box list)	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking. We believe that this approach will also encourage the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050.
david	schumacher	Newtown	Wellington	as an individual	No	I live in Newtown and mostly travel to the central city on foot. However, if I need to visit a number of shops or if the weather is bad, I drive. I'd take the bus if we had reliable and timely bus service to Newtown, but we do not. I generally spend around 2 hours, taking my time to grab a coffee between shops. Quite frankly, if the cost to park were to rise \$2/hour, I'd not even bother with the central city, instead I'd go to one of the malls outside of the city.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Samuel	Day	Mt Cook	Wellington	as an individual	No	Dear WCC- Thank you for demonstrating all the qualities that we, your constituents and the people you apparently "serve", don't want in a council. It seems that, in addition to your incessant infighting and mindless bureaucracy, you are now considering elevating fees for coupon zones and introducing metered parking to zones around the university; even more insidiously, you have the gall to unclearly label these zones as TR67-21 and so on, which I suppose is newspeak for Glasgow Terrace, Salamanca Road, Kelburn Parade, etc. Unfortunately the vast majority of your constituents do not speak such gobbledegook, possibly because we can't afford the language lessons for it because we are already forking out so much for steep parking fees already. In case it wasn't obvious from the location of my address and the targeting of my submission towards the streets surrounding Victoria, yes I am a student- but I have also lived in this great city my whole life, and I can truly say bluntly that in the last few years the bureaucracy in charge of this city has gone to the dogs- why can't you for once contemplate NOT trying to take more money from your constituents who are already fed up with you?! It's not that bloody hard, and before you retort with the claim that we are already rich enough to afford a car and can therefore afford exorbitant parking fees, you should remember that, like it or not, car culture is ingrained in our nation and owning a vehicle is that first step for many of achieving a better life (i.e. being able to make it to work on time (considering the public transport in this city has seemingly followed Mussolini's 1944, rather than 1934, model), visit our regions fantastic wildlife parks (which are thankfully outside of your jurisdiction, although unfortunately still within scope of the GWRC), and drop in on the university for a quick visit that doesn't justify a forty minute walk or fifty minute bus ride). So NO I vehemently oppose your proposed changes to "TR67-21" and should such a change be instituted it will be the final proof that you have fully embraced your new role as a predatory vulture picking on the poor people who can't leave this once-great city due to their work, school, friends and family all living here.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.

Helen	Howell	Wellington	Wellington	as an individual	No	Even more than the other proposals, this is unnecessary. I've never had issues finding a parking space on the weekend. I don't think enough people use weekend parking to justify the revenue increase. For some people, weekends and maybe evenings are the only time we come in and enjoy the city, because the rest of the time it's too expensive. Imposing the proposed cost would take our weekend parking fees well out of line with the rest of the country.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing.
Jeanne-Claire	Gordon	kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends.
Connor	Tweedie	Kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends.
Kathryn	Carmody	Wellington	Wellington	as an individual	No	I understand that Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. But as a ratepayer, my preference would be for Council to focus on reducing financial costs instead of just passing higher costs back to me.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. The purpose of the proposed metered parking fee increase is to essentially fund transport amenities, road resurfacing, signs and road markings, and off-setting the rates increase.
Jake	Ninness	Wellington	Wellington	as an individual	No	I strongly oppose this	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing.
Gisela	Broom	NZ European	NZ European	as an individual	No	This is putting me off going to town on the weekend. Not everyone has the ability to cycle and if you want to go shopping you need to have somewhere to put the shopping. I am suprised shops which are already hard pressed after covid and online shopping will survive.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing.
Tim	Jenkins	Karori	Wellington	as an individual	Yes	I support the Council's position that people using parking spaces should contribute more towards the overall cost of providing on street parking. I also support the aims to better reflect the market value of on-street parking, and manage demand for on street parking spaces by increasing fees to encourage turnover.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends.
David	Harkness	Brooklyn	Wellington	as an individual	Yes	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends.

Emma	Sutherland	Pipitea	Wellington	Wellington Dance and Performing Arts	No	I'm writing to protest the proposed 80% increase in weekend parking rates in the central business district. I run a dance studio where students come for 30min, 45min or 60min classes. By increasing parking rates, WCC is effectively imposing an extra \$2 per class charge on my customers. I have been careful not to raise my prices this year because of covid uncertainty and it has been a tough year financially for us. I feel that this huge increase in parking rates will affect our enrolments and our business negatively.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020, Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of an approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes, carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing, the demand for parking spaces and the cost of maintaining them is increasing.
Malcolm	Jeffrey	Unknown	Wellington	as an individual	No	Proposed weekend parking fee increase - Thorndon Quay. Why is this being considered at all? 80% is a significant change in parking rates for any area. The street serves at least 4 recreational organisations from dance schools, to fitness, and martial arts. ALL of which are great for the community. To start a blanket charged parking for all of Wellington was completely disingenuous to begin with. And now, to raise the cost of that parking in lower volume areas? It's about time that the council actually started to listen to the people that voted them in. NO WEEK PARKING INCREASE IN THORNDON QUAY!	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020, Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of an approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes, carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing, the demand for parking spaces and the cost of maintaining them is increasing.
Lokye	Szeto	Unknown	Wellington	as an individual	No	I was a student and now an intermittent teacher at Wellington Dance and Performing Arts Academy which is located on Thorndon Quay. I think the proposed parking increase is too much and adds an increased burden on both the teachers and students at Wellington Dance. Parents already pay so much for their children to take dance classes and this additional increase in parking makes dancing become an even less accessible and affordable activity. As a teacher, this also increases my costs every time I go in to teach a class and for my colleagues who teach every day, this parking cost definitely adds up. Please consider maintaining the parking cost where it is currently as growing up at this dance school it meant so much for my mum and dad to be able to watch me dance and for many of these children the increased parking costs mean that busy mums and dads who work all day may resort to sitting in the car and waiting for the duration of the class or parking very, very far away and not be able to watch their children in class. Some of those moments are the best times I had with my mum and dad when they would take me to class and watch me dance. Dancing is a super expensive art but I owe so much to it, and if these parking costs had been around when I was younger, I doubt my parents would ever have enrolled me as it was already such a stretch to be able to get to class and pay for lessons before there were even any parking costs. Many of the children at dance are also too young to catch public transport into class so parents have to be able to drive their kids and park. Dropping off also doesn't make sense as these classes are 1 hour long and many families live far away as there are no dance schools where they live. Honestly, an 80% hike up is just atrocious especially when living costs are constantly increasing, families are struggling to afford housing and the government has just announced an essential pay cut by freezing government worker's wages. Everything adds up.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020, Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of an approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes, carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing, the demand for parking spaces and the cost of maintaining them is increasing.
Shelley		Unknown	Wellington	as an individual	No	I strongly opposed the 80% increase in parking fees for the central Wellington areas for Saturdays and Sundays. The free parking of 2 hours has already been taken away from the public about 2 years ago. Increasing this would strain even more on the central business owners as people won't want to shop or dine in Wellington on the weekends anymore. WCC is so short-sighted to increase parking fees to try and make up the money for the infrastructure upgrades. The council should encourage more people to go into the CBD, not discouraging them. We go to the CBD for extracurricular activities for our kids. We are the ones who suffer as we can't take on public transportation with different locations and times to go to. Yet public transportation is not reliable anymore, either by strike or delay on bus or train. WCC has increased our rates, now on parking fees again. Do the council members listen to the public for their perspectives at all? The infrastructures are already getting outdated and increasing the fees won't be covering it much.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020, Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of an approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes, carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing, the demand for parking spaces and the cost of maintaining them is increasing. We note your concerns regarding the public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.

Genevieve	Zerf		Upper Hutt	as an individual	No	I am not good at writing these letters, but I do want to ask that you reconsider the parking fee increase over weekends at Thorndon Quay. The increase will affect all the businesses in the area, as well as the staff working at these businesses. I am one of those staff members: I work at a dance studio in Thorndon Quay. The increase will impact the students and their parents. It will mean an extra increase in expenses and will push some of the families just that extra bit too far to be able to continue studying dance with our studio. We experienced a decline in business after Covid-19 lockdown last year, and things are slowly starting to pick up, but it is fragile. The parking fee increase is a huge jump – first from having free parking, then to paid parking, to now an extra \$2 an hour. For me those extra \$2 an hour is a further \$12 off of what I earn on Saturdays. The total will work out to just under what I earn per hour. Unfortunately, I can't realistically use the train to get in to work, as my schedule doesn't allow it: I live in Upper Hutt and start teaching at midday in Thorndon; I have to be at work 15 minutes before class, in order to prepare and set up. I have standing appointments on a Saturday morning in Upper Hutt until 10:30am; sometimes later. I then have to fetch my daughter from home (as she comes with me on a Saturday for her dance class); this doesn't leave me enough time to catch the 11:00am train, the next train leaves at 11:30am. The 11:00am train arrives at 11:45am, which is the time that I am already expected to be at work (and it would take 10-15 minutes to walk there from the station, in any case). I finish teaching at 6:00pm. I can't make the 6:05pm train, and the next train is at 6:35pm. With the car, I am already almost home by that time and able to be with my family. Hence, I really have to take the car into the city on a Saturday. I therefore ask you to please reconsider the 80% increase.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020, Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of an approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes, carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing, the demand for parking spaces and the cost of maintaining them is increasing.
Jo					No	I wish to make a submission in relation to the weekend parking increase that is proposed for Thorndon Quay. Reasons given for this increase by the council include: - turnover of use; - those that use the parking should pay more; - demand is increasing. I park in the Thorndon Quay area every weekend, for two hours while my daughter is at dancing. I am supporting a small business. I sometimes wander down to one of the cafes or stores and support other small businesses. I have done this for years. With the exception of very rare and sold out sporting events at the stadium, at no time is there a shortage of parks. Nor have I noticed demand increasing. There are an abundance of empty parks. This leaves your last reason for the increase - we should pay more. Given the lack of demand, this reason is not justifiable. This reason is also at odds with supporting small businesses, which we are being encouraged to do at this time. When I made a decision to join the dance school on Thorndon Quay parking was free. Now you are expecting parents to pay a significant amount per lesson for parking. Is this sustainable? Or will the custom of these small businesses decrease? Finally, the Thorndon Quay area is really City fringe in the weekend. The time limit alone is a discouragement for parking that far away from the city centre. Any increase in parking fees is unlikely to achieve anything other than punish the businesses in this location, for very little gain for the council. I am happy to discuss my experiences parking on Thorndon Quay in the weekend (and biking through this area during the week).	Thank you for your feedback regarding the Traffic Resolution which proposes to increase metered parking fees across the city on the weekends. In August 2020, Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of an approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes, carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing, the demand for parking spaces and the cost of maintaining them is increasing.

NO	19
YES	3
TOTAL	22

TR68-21 Central Business District, Wellington - Loading Zone Permit fee increase

NAME		Suburb:	City:	GIVING FEEDBACK	AGREE	COMMENTS	OFFICER'S RESPONSE
Robb	Morison	Karori	Wellington	as an individual	No	Punishing vehicle owner	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase. Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking.
Kirstin	Vaa	Grenada Village	Wellington	as an individual	No	Your proposal is to increase the cost of parking in the city centre. If you do this, all you're doing is encouraging classism in the city where it will be overrun by wealthy people that can afford to drive in and park up. Where's the concentration on diversifying the city? You need to be putting your efforts into making the public transport system work because it's certainly not right now. It's expensive and unreliable! I don't know how many times I've been late to work because buses just do not turn up. Wellingtonians have lost all faith in public transport and hiking the cost of parking in Wellington is not going to fix the issue at all - lower income earners and even the middle class will just stay in the suburbs and avoid the city centre unless they absolutely have to visit for work etc. Housing is expensive in Wellington and then adding this in is going to make it impossible to live here very soon for young families, middle class and lower income earners.	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase. Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking. Loading zones are short-term parking spaces that allow businesses to load or unload goods. Businesses that use goods vehicles don't need a permit. Goods vehicles are those designed especially for the purpose of trade, such as vans (without back seats), flat-deck trucks, and utility vehicles. Wellington City Council issues loading zone permits so that small business operators can service their business or customers without having to purchase a goods vehicle. It also prevents motorists who are not involved in a goods service from parking in a loading zone. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Alexis	Gallagher	Stokes Valley	Lower Hutt	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase.
Catherine	L'Estrange	Berhampore	Wellington	as an individual	No	Wellington CBD has seen such a decrease in custom over the weekends, especially the lambton quay area, if you essentially double the hourly price of parking you will massively affect all the business in the CBD	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase. Loading zones are short-term parking spaces that allow businesses to load or unload goods. Businesses that use goods vehicles don't need a permit. Goods vehicles are those designed especially for the purpose of trade, such as vans (without back seats), flat-deck trucks, and utility vehicles. Wellington City Council issues loading zone permits so that small business operators can service their business or customers without having to purchase a goods vehicle. It also prevents motorists who are not involved in a goods service from parking in a loading zone.
SK	Oosterbaan	Melling	Lower Hutt	as an individual	No	As someone living in the Hutt Valley, where buses and trains are not frequent on the weekend, nor do trains travel into the Courtenay Place end of town, increasing the cost of metered parking discourages patronage. Parking is free on the weekend in the Hutt.	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase. The Traffic Resolution applies primarily to Loading Zone Permit fee increases and does not affect metered parking. Loading zones are short-term parking spaces that allow businesses to load or unload goods. Businesses that use goods vehicles don't need a permit. Goods vehicles are those designed especially for the purpose of trade, such as vans (without back seats), flat-deck trucks, and utility vehicles. Wellington City Council issues loading zone permits so that small business operators can service their business or customers without having to purchase a goods vehicle. It also prevents motorists who are not involved in a goods service from parking in a loading zone. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Samuel	Day	Mt Cook	Wellington	as an individual	No	Dear WCC- Thank you for demonstrating all the qualities that we, your constituents and the people you apparently "serve", don't want in a council. It seems that, in addition to your incessant infighting and mindless bureaucracy, you are now considering elevating fees for coupon zones and introducing metered parking to zones around the university; even more insidiously, you have the gall to unclearly label these zones as TR67-21 and so on, which I suppose is newspeak for Glasgow Terrace, Salamanca Road, Kelburn Parade, etc. Unfortunately the vast majority of your constituents do not speak such gobbledegook, possibly because we can't afford the language lessons for it because we are already forking out so much for steep parking fees already. In case it wasn't obvious from the location of my address and the targeting of my submission towards the streets surrounding Victoria, yes I am a student- but I have also lived in this great city my whole life, and I can truly say bluntly that in the last few years the bureaucracy in charge of this city has gone to the dogs- why can't you for once contemplate NOT trying to take more money from your constituents who are already fed up with you?! It's not that bloody hard, and before you retort with the claim that we are already rich enough to afford a car and can therefore afford exorbitant parking fees, you should remember that, like it or not, car culture is ingrained in our nation and owning a vehicle is that first step for many of achieving a better life (i.e. being able to make it to work on time (considering the public transport in this city has seemingly followed Mussolini's 1944, rather than 1934, model), visit our regions fantastic wildlife parks (which are thankfully outside of your jurisdiction, although unfortunately still within scope of the GWRC), and drop in on the university for a quick visit that doesn't justify a forty minute walk or fifty minute bus ride). So NO I vehemently oppose your proposed changes to "TR67-21" and should such a change be instituted it will be the final proof that you have fully embraced your new role as a predatory vulture picking on the poor people who can't leave this once-great city due to their work, school, friends and family all living here.	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase. Loading zones are short-term parking spaces that allow businesses to load or unload goods. Businesses that use goods vehicles don't need a permit. Goods vehicles are those designed especially for the purpose of trade, such as vans (without back seats), flat-deck trucks, and utility vehicles. Wellington City Council issues loading zone permits so that small business operators can service their business or customers without having to purchase a goods vehicle. It also prevents motorists who are not involved in a goods service from parking in a loading zone. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.

Helen	Howell	Wellington	Wellington	as an individual	No	I already see people who should be using loading zones instead double parking, parking illegally, and presenting hazards to road users. Increasing loading zone fees will increase the frequency of this behaviour.	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase. Loading zones are short-term parking spaces that allow businesses to load or unload goods. Businesses that use goods vehicles don't need a permit. Goods vehicles are those designed especially for the purpose of trade, such as vans (without back seats), flat-deck trucks, and utility vehicles. Wellington City Council issues loading zone permits so that small business operators can service their business or customers without having to purchase a goods vehicle. It also prevents motorists who are not involved in a goods service from parking in a loading zone. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz . Should you observe any illegal parking such as double parking, you can log a job by calling our Contact Centre on 04 499 4444. This will ensure Parking Services are notified of the issue and a Parking Officer is sent to the area immediately.
Jeanne-Claire	Gordon	kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase.
Connor	Tweedie	Kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase.
Kathryn	Carmody	Wellington	Wellington	as an individual	No	I understand that Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. But as a ratepayer, my preference would be for Council to focus on reducing financial costs instead of just passing higher costs back to me.	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase. Loading zones are short-term parking spaces that allow businesses to load or unload goods. Businesses that use goods vehicles don't need a permit. Goods vehicles are those designed especially for the purpose of trade, such as vans (without back seats), flat-deck trucks, and utility vehicles. Wellington City Council issues loading zone permits so that small business operators can service their business or customers without having to purchase a goods vehicle. It also prevents motorists who are not involved in a goods service from parking in a loading zone. We can assure you that Council is focused on reducing operating costs where it can, however, you may have seen from the content of the Council's Long Term Plan (LTP) consultation document, there are a number of issues that require funding in the coming years and using ratepayers funds to subsidise on-street parking would further hinder the ability for Council to deal with issues as outlined in our draft LTP.
Jake	Ninness	Wellington	Wellington	as an individual	No	I strongly oppose this	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase. Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking.
Susan	Walsh	Tawa	Wellington	as an individual		No comment.	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase.
Tim	Jenkins	Karori	Wellington	as an individual	Yes	I support the Council's position that people using parking spaces should contribute more towards the overall cost of providing on street parking.	Thank you for your feedback regarding the Traffic Resolution for Loading Zone Permit fee increase.

NO	11
YES	1
TOTAL	12

TR69-21 Wellington suburbs, Wellington - Coupon parking fee increase; daily, monthly & suburban trade

PLEASE NOTE THAT THERE HAS BEEN AN AMENDMENT SINCE THE OFFICER'S RESPONSE. YOU CAN VIEW THE AMENDED COPY OF THE TRAFFIC RESOLUTION ON <https://wellington.govt.nz/your-council/meetings/committees/regulatory-processes/2021/06/08>

NAME	Suburb:	City:	GIVING FEEL	AGREE	COMMENTS	OFFICER'S RESPONSE	
Robb	Morison	Karori	Wellington	as an individual	No	Punishing vehicle owner	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Council proposes to increase the cost of on-street Coupon Parking (daily, monthly, and suburban trade) to better reflect the current market value of all-day parking and to discourage commuters in favour of public transport. While the number of parks is reducing, the demand for parking spaces and the cost of maintaining them is increasing.
Kirstin	Vaa	Grenada Village	Wellington	as an individual	No	Your proposal is to increase the cost of parking in the city centre. If you do this, all you're doing is encouraging classism in the city where it will be overrun by wealthy people that can afford to drive in and park up. Where's the concentration on diversifying the city? You need to be putting your efforts into making the public transport system work because it's certainly not right now. It's expensive and unreliable! I don't know how many times I've been late to work because buses just do not turn up. Wellingtonians have lost all faith in public transport and hiking the cost of parking in Wellington is not going to fix the issue at all - lower income earners and even the middle class will just stay in the suburbs and avoid the city centre unless they absolutely have to visit for work etc. Housing is expensive in Wellington and then adding this in is going to make it impossible to live here very soon for young families, middle class and lower income earners.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Council proposes to increase the cost of on-street Coupon Parking (daily, monthly, and suburban trade) to better reflect the current market value of all-day parking and to discourage commuters in favour of public transport. While the number of parks is reducing, the demand for parking spaces and the cost of maintaining them is increasing.
Alexis	Gallagher	Stokes Valley	Lower Hutt	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees.
Louise	Davidson	Totara Park	Upper Hutt	as an individual	No	I don't believe putting the coupon parking from \$12 to \$20 is fair. This is a huge increase for a daily commuter. While I appreciate you may be trying to encourage people to use public transport there is not enough adequate transport for the central City, let alone for someone who works shift work and therefore taking a vehicle is in the only reasonable way to get to and from work.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city daily these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050.
Jonathan	Markwick	Mount Cook	Wellington	as an individual	Yes	As a resident in a coupon parking zone, I fully support the proposed changes in TR69-21. It is critical that Wellington reduces its carbon emissions as much as possible, that includes reducing carbon emissions from transport which means reducing car use. Increasing parking fees will make alternatives to fossil fuel burning transport such as walking, cycling and public transport relatively more appealing. Higher parking fees are much more preferable than higher rates given Wellington's already extremely high rents. Unaffordable housing has a much higher social cost (homelessness, crime, overcrowding, mental and physical illness etc.) than expensive parking.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees.
Samuel	Day	Mt Cook	Wellington	as an individual	No	Dear WCC- Thank you for demonstrating all the qualities that we, your constituents and the people you apparently "serve", don't want in a council. It seems that, in addition to your incessant infighting and mindless bureaucracy, you are now considering elevating fees for coupon zones and introducing metered parking to zones around the university; even more insidiously, you have the gall to unclearly label these zones as TR67-21 and so on, which I suppose is newspeak for Glasgow Terrace, Salamanca Road, Kelburn Parade, etc. Unfortunately the vast majority of your constituents do not speak such gobbledegook, possibly because we can't afford the language lessons for it because we are already forking out so much for steep parking fees already. In case it wasn't obvious from the location of my address and the targeting of my submission towards the streets surrounding Victoria, yes I am a student- but I have also lived in this great city my whole life, and I can truly say bluntly that in the last few years the bureaucracy in charge of this city has gone to the dogs- why can't you for once contemplate NOT trying to take more money from your constituents who are already fed up with you?! It's not that bloody hard, and before you retort with the claim that we are already rich enough to afford a car and can therefore afford exorbitant parking fees, you should remember that, like it or not, car culture is ingrained in our nation and owning a vehicle is that first step for many of achieving a better life (i.e. being able to make it to work on time (considering the public transport in this city has seemingly followed Mussolini's 1944, rather than 1934, model), visit our regions fantastic wildlife parks (which are thankfully outside of your jurisdiction, although unfortunately still within scope of the GWRC), and drop in on the university for a quick visit that doesn't justify a forty minute walk or fifty minute bus ride). So NO I vehemently oppose your proposed changes to "TR67-21" and should such a change be instituted it will be the final proof that you have fully embraced your new role as a predatory vulture picking on the poor people who can't leave this once-great city due to their work, school, friends and family all living here.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon Parking was introduced in 1993 to limit the growth in commuter traffic and to encourage the use of public transport, walking, and cycling. This is achieved by charging for parking in coupon parking zones after the first two hours of parking. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city on a daily basis these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050.
Helen	Howell	Wellington	Wellington	as an individual	No	Coupon parking is already very expensive, but it does present a good option when I need to have my car with me on a weekday. I usually take public transport but sometimes I need my car, and on those days timed parking will not cut it as I'm generally in town for up to 12 hours each weekday. If coupon parking prices are increased, this will become an unaffordable option for me, and I will genuinely have no choice except to park without paying and hope I don't get a ticket. I don't want to do that but I already skip meals sometimes to afford other things I need, and paying for parking certainly sits below eating on my scale of priorities.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon Parking was introduced in 1993 to limit the growth in commuter traffic and to encourage the use of public transport, walking, and cycling. This is achieved by charging for parking in coupon parking zones after the first two hours of parking. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city daily these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050.
Hana	Reeve	Ngaio	Wellington	as an individual	No	People will just avoid parking in the suburbs instead of paying which will negatively affect small businesses in the suburbs	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon Parking was introduced in 1993 to limit the growth in commuter traffic and to encourage the use of public transport, walking, and cycling. This is achieved by charging for parking in coupon parking zones after the first two hours of parking. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city on a daily basis these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050.

Kate	Saxton	Aotea	Porirua	as an individual	No	I am specifically writing about the proposed 67% increase in daily coupon parking rates. This is a ridiculous amount to increase in one hit and is motivated by financial greed rather than to reflect market value of car parks. In the Thorndon area, many daily coupon parks are used by government shift workers. We do not have the option to use public transport most of the time. (As a side note, there appears to be a lack of collaboration between WCC and Porirua City Council as PCC is simultaneously trying to discourage public transport commuters by proposing to charge for train station parking). We have suffered financially due to COVID-19 imposed salary freezes. To punish us further for continuing to work by imposing a significant increase in parking costs is heartless and cannot be justified with good reason. It has only been a short period of time since the last significant coupon parking increase and the further proposed increase rates are not in line with inflation or even market rates. Furthermore there has been a lack of consultation with businesses and government agencies in the area. This proposal is difficult to find (for example is not highlighted on your social media pages) and is largely unknown by the large number of people who will be affected. If nothing else, WCC needs to extend the consultation period and actively engage with communities to highlight the proposed changes.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon Parking was introduced in 1993 to limit the growth in commuter traffic and to encourage the use of public transport, walking, and cycling. This is achieved by charging for parking in coupon parking zones after the first two hours of parking. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city on a daily basis these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050.
Jeanne-Claire	Gordon	kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees.
Connor	Tweedie	Kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees.
Kathryn	Carmody	Wellington	Wellington	as an individual	No	I understand that Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. But as a ratepayer, my preference would be for Council to focus on reducing financial costs instead of just passing higher costs back to me.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon Parking was introduced in 1993 to limit the growth in commuter traffic and to encourage the use of public transport, walking, and cycling. This is achieved by charging for parking in coupon parking zones after the first two hours of parking. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city daily these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050.
Jake	Ninness	Wellington	Wellington	as an individual	No	I strongly oppose this	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city daily these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050.
Caroline	Nebel	Mont Cook	Wellington	as an individual	No	I have to pay monthly coupon parking simply to have my car near my residence. I wasn't able to apply for a resident coupon parking as Torrens Terrace wasn't included in the "resident Zone", so my only option was to pay \$200 a month simply to have a car when I want to go surfing, go away for the weekend or simply do my food shopping. It's was already a huge problem budget-wise, but I decided to suck it up because it gave me the freedom to go surfing after work without been stuck in the bus for 40 min with my surfboard and gears or simply not having to walk 30 min with my food shopping bags under the rain. I walk to work, 30 minutes, I leave my car parked near my flat, so if it's for emission concern, I'm not overusing that's for sure. I tried the bus. Not a good experience. I have never been so late to work that when I used the bus, between the delay and the no show, the system is not reliable and the number of bus stops is limited. So, my only point here is maybe to think about the people who live in the city and make resident parking more accessible. I can't afford to pay \$83.25 a week to simply be parked near my residence because it's is the only option offered to me at this stage.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city daily these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who are open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Gisela	Broom	NZ European	NZ European	as an individual	No	this is a huge increase, there are reasons if I need to take a car to work, usually if I need to carry something. This is costing too much.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon Parking was introduced in 1993 to limit the growth in commuter traffic and to encourage the use of public transport, walking, and cycling. This is achieved by charging for parking in coupon parking zones after the first two hours of parking. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city daily these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050.
Tim	Jenkins	Karori	Wellington	as an individual	Yes	I support the Council's position that people using parking spaces should contribute more towards the overall cost of providing on street parking. I also support the aims to make charges better reflect the current market value of all-day parking, and discourage commuters in favour of public transport.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees.
Mike	Goodbourn	Wellington	Wellington	as an individual	No	An 80% increase in coupon parking is extortionate.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city daily these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050.
Megan	Sutherland	Brooklyn	Wellington	as an individual	No	You are proposing to increasing daily coupon parking to an exurbanite amount. I work shift work at New Zealand Police on Molesworth Street, along with a number of colleagues who are all disgruntled by this proposed change. We start work before 6am in the morning and on a late shift finishing after 11pm at night. I live in Brooklyn and currently there are not options for me to take public transport in hours that would ensure me to get and from work in time. You say the increase is to discourage commuters in favour of public transport. How can you say this and not offer better range of options for people who work shift work to safely travel into the city. This is something that must be addressed before this change in parking is to be made, if made.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city daily these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050. Coupon parking applies only Monday – Friday 8am – 6pm with the first two hours free. Any coupon parking outside these hours will not be impacted by the fee increase

Susan	Walsh	Tawa	Wellington	as an individual	No	<p>I have read the rationale for the increase and I completely disagree with this. I work at Victoria University on Kelburn Parade; I am also the main caregiver for my 92 year old mother who resides on the Kapiti Coast and am on call if needed. In regards to care of my mother I need to have ready access to my vehicle to drive to the Kapiti Coast when needed. If the parking costs go up I will have to look at what I cut from my budget to afford the increased costs of parking. It is not viable for me to catch the train when I do not know when I will be called. The parking is on a street and not in parking building. Parking buildings require a higher level of maintenance than a street. WCC already receive millions from coupon parking. I ask how is that money spent on roading and why is a further increase needed. Since COVID-19 and the lockdown, more people are working from home on a regular basis. There are still issues with buses and trains. I don't believe parking should be increased until all those issues are ironed out and resolved. How can you expect more commuters on trains when they are already at capacity? As mentioned earlier I work at Victoria University. When I was able to use public transport it took me over an hour from when I left home to when I arrived at work at Kelburn - two hours of commuting each day and I live in Tawa - that is ridiculous. The cost of parking coupons was increased around two years ago and that was a significant increase. It is unbelievable that WCC is considering another significant increase within such a short time frame. Make sure all public transport is working well before targeting parking that is not in a parking building. Shame on you. I submitted a submission yesterday however I have further thoughts that I would like to add. In my submission from 22 April 2021 I strongly disagreed with Council's proposal to increase coupon parking. My additional views and thoughts are as follows. I am a ratepayer. Rates are going up and it is likely water meters will be rolled out - water meters I am in support of. However, I doubt that there will be a reduction in rates. The level of increase in rates is not matched by salary increases. I was fortunate to receive a small increase last year but know there will not be increases for 2 years. The level of increase received last year did not meet the general increases in insurances, power, etc. More outgoings are being placed on finite salaries and not all of us are earning big to mega salaries. I am also trying really hard to pay off my mortgage and operate a tight budget to allow me to do this. I am a single person and there is no other income that is helping. The proposed increase will have a significant impact on my budget and my ability to pay the mortgage off in a reasonable time Coupon parking was increased about two years where the cost went from \$8.50 to \$12. If this current proposal goes forward there will have been a 100% increase in coupon parking in around three years. Do you really think \$333 for a monthly coupon is realistic and affordable?? WCC should be considering all work that is needed in the region and prioritise it accordingly. I suggest pushing people to buses and trains that are already at capacity, do not run on time and do not run at all, is going to massively overload an already overloaded network. I suggest that more effort is put into getting these services running efficiently and effectively and that should be the main priority. Will you explain to employers when their staff are constantly late through using public transport? Will you explain to health providers why appointments are constantly being missed as patients have been caught out by services not running or running late? And will you explain to health practitioners why they have to work later in the day due to these delays in their patients? You did not take notice of submissions from when the last increase was proposed - that is clear due to the increase going ahead. I actually don't hold much hope you will take notice of submissions this time round however I urge you to take these submissions seriously and really think about what you are doing. I have been part of a committee where we have looked at increases in membership rates. Although a large increase was needed a few years ago, it was decided that would result in losing members so a gradual increase was proposed and followed. I strongly urge you to consider, if you decide to go ahead with this as you probably will, a gradual increase. Increase the cost by \$2.00 this year, and a further \$2.00 in 18 months time. This will get you to the outcome you want but at a pace which most would be comfortable with. Of course, if this is really only about getting money then that is a different story. We are told to take account of and embrace diversity. Where is that shown in this blanket proposal? Do you seriously think all people who drive will embrace public transport? Where is the understanding in those that simply can't? This increase would also drastically hurt people that work part time and do school drops and pick ups. I suggest to the extent that it will force those people to think twice about either returning to work or negotiate harder for higher salaries to cover the cost of parking. You are penalising these people. As a rate payer and someone who works at Victoria University on Kelburn Parade I am very angry and disappointed in this proposal. I think it's clear I don't hold out much hope that you will listen to reason but I hope to goodness you will. As a ratepayer I will seriously be reconsidering my decisions in the next election. In the meantime I really hope that you will take onboard the feedback provided and cancel this proposal.</p>	<p>Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. Coupon Parking was introduced in 1993 to limit the growth in commuter traffic and to encourage the use of public transport, walking, and cycling. This is achieved by charging for parking in coupon parking zones after the first two hours of parking. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city daily these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.</p>
David	Harkness	Brooklyn	Wellington	as an individual	Yes	<p>I think this is an important move to equalise the price of coupon parking and private operator multistorey parking. You should consider a future resolution that allows you to review the price every year and benchmark to the median price of early bird parking at a grouping of downtown car park buildings. e.g. Council parking at Clifton South; Wilson at Queen's Wharf; Wilson Boulcott St. That way you can respond to market price signals without the need to go through the traffic resolution process each time.</p>	<p>Thank you for your feedback regarding the Traffic Resolution which proposes to increase daily, monthly, and suburban trade coupon fees. There is ongoing work being done under the recently adopted Parking Policy to create a pricing protocol to determine how fees are set.</p>
David			Lower Hutt	as an individual	No	<p>Like many things initiated by government, both central and local, there are unintended consequences of increasing coupon parking fees to discourage motor vehicle use. In this instance, it will actually double our usage. At the moment my wife and I travel into town together for work outside the morning and evening rush hours. I drop her at her work (she has a bad back) and then go and park in a coupon parking zone and walk back to my work. The near doubling of the coupon parking rate makes this uneconomic, so because I can work from home I will drop my wife in to work, come back to the Hutt, and then go back in to collect her at the end of the day. So instead of reducing traffic, you have succeeded in doubling it! If we were to use public transport instead, it would increase our commuting time by 1 hour 25 minutes per day - roughly 7 hours a week - even if my wife could manage the 3-stage bus/train/bus ride into work. If you believe this is trivial, then I suggest you come around to my place every weekend and do a day's work for free in my garden. It is a significant amount of time to waste. I could drive to the local park and ride I suppose, but that is already full to overflowing - so getting a park will be difficult after the morning commuters have taken all the parking place. I suppose some bright spark at the council will suggest charging for the Park and Ride spaces, which makes sense if you want to kill the train patronage. Bottom line: this change will not achieve what you think it will.</p>	<p>Thank you for your feedback regarding the Traffic Resolution for Coupon parking fee increase; daily, monthly and suburban trade. Coupon Parking was introduced in 1993 to limit the growth in commuter traffic and to encourage the use of public transport, walking, and cycling. This is achieved by charging for parking in coupon parking zones after the first two hours of parking. Coupon parking fees are currently set lower than central area parking fees. Due to the number of vehicles coming into the city daily these fees need to be sufficiently high enough to provide an incentive to use public transport. The coupon parking zones/spaces are generally on the periphery of the Central Business District on valuable road/land space. This approach also supports our shared goal of becoming a net carbon-neutral capital by 2050.</p>

NO	18
YES	3
TOTAL	21

TR70-21 Central Business District, Wellington – Coupon parking fee increase; Trade

PLEASE NOTE THAT THERE HAS BEEN AN AMENDMENT SINCE THE OFFICER'S RESPONSE. YOU CAN VIEW THE AMENDED COPY OF THE TRAFFIC RESOLUTION ON <https://wellington.govt.nz/your-council/meetings/committees/regulatory-processes/2021/06/>

NAME		Suburb:	City:	GIVING FEEDBACK	AGREE	COMMENT	OFFICER'S RESPONSE
Robb	Morison	Karori	Wellington	as an individual	No	Punishing vehicle owner	Thank you for your feedback regarding the Traffic Resolution which proposes to increase trade coupon parking fees. The purpose of the Traffic Resolution is to reflect the current market value of all-day parking and to align the cost of CBD trade coupons with the proposed meter fee increases.
Kirstin	Vaa	Grenada Village	Wellington	as an individual	No	Your proposal is to increase the cost of parking in the city centre. If you do this, all you're doing is encouraging classism in the city where it will be overrun by wealthy people that can afford to drive in and park up. Where's the concentration on diversifying the city? You need to be putting your efforts into making the public transport system work because it's certainly not right now. It's expensive and unreliable! I don't know how many times I've been late to work because buses just do not turn up. Wellingtonians have lost all faith in public transport and hiking the cost of parking in Wellington is not going to fix the issue at all - lower income earners and even the middle class will just stay in the suburbs and avoid the city centre unless they absolutely have to visit for work etc. Housing is expensive in Wellington and then adding this in is going to make it impossible to live here very soon for young families, middle class and lower income earners.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase trade coupon parking fees. The purpose of the Traffic Resolution is to reflect the current market value of all-day parking and to align the cost of CBD trade coupons with the proposed meter fee increases. We appreciate your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback from both yourself and the public.
Katy	McTeigue	Johnsonville	Wellington	as an individual	No	Makes me less likely to want to come into the city.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase trade coupon parking fees. The purpose of the Traffic Resolution is to reflect the current market value of all-day parking and to align the cost of CBD trade coupons with the proposed meter fee increases. To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways, and bus priority lanes. This contributes to the council's goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.
Alexis	Gallagher	Stokes Valley	Lower Hutt	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase trade coupon parking fees.
Samuel	Day	Mt Cook	Wellington	as an individual	No	Dear WCC- Thank you for demonstrating all the qualities that we, your constituents and the people you apparently "serve", don't want in a council. It seems that, in addition to your incessant infighting and mindless bureaucracy, you are now considering elevating fees for coupon zones and introducing metered parking to zones around the university; even more insidiously, you have the gall to unclearly label these zones as TR67-21 and so on, which I suppose is newspeak for Glasgow Terrace, Salamanca Road, Kelburn Parade, etc. Unfortunately the vast majority of your constituents do not speak such gobbledegook, possibly because we can't afford the language lessons for it because we are already forking out so much for steep parking fees already. In case it wasn't obvious from the location of my address and the targeting of my submission towards the streets surrounding Victoria, yes I am a student- but I have also lived in this great city my whole life, and I can truly say bluntly that in the last few years the bureaucracy in charge of this city has gone to the dogs- why can't you for once contemplate NOT trying to take more money from your constituents who are already fed up with you?! It's not that bloody hard, and before you retort with the claim that we are already rich enough to afford a car and can therefore afford exorbitant parking fees, you should remember that, like it or not, car culture is ingrained in our nation and owning a vehicle is that first step for many of achieving a better life (i.e. being able to make it to work on time (considering the public transport in this city has seemingly followed Mussolini's 1944, rather than 1934, model), visit our regions fantastic wildlife parks (which are thankfully outside of your jurisdiction, although unfortunately still within scope of the GWRC), and drop in on the university for a quick visit that doesn't justify a forty minute walk or fifty minute bus ride). So NO I vehemently oppose your proposed changes to "TR67-21" and should such a change be instituted it will be the final proof that you have fully embraced your new role as a predatory vulture picking on the poor people who can't leave this once-great city due to their work, school, friends and family all living here.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase trade coupon parking fees. The purpose of the Traffic Resolution is to reflect the current market value of all-day parking and to align the cost of CBD trade coupons with the proposed meter fee increases. We appreciate your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback from both yourself and the public.
Hana	Reeve	Ngaio	Wellington	as an individual	No	Carting stuff around for trade is already hard enough, increasing parking fees will only mean that price increases for their employers	Thank you for your feedback regarding the Traffic Resolution which proposes to increase trade coupon parking fees. The purpose of the Traffic Resolution is to reflect the current market value of all-day parking and to align the cost of CBD trade coupons with the proposed meter fee increases. To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways, and bus priority lanes. This contributes to the council's goal of making the city more accessible. While the number of parks is reducing the demand for parking space and the cost of maintaining them is increasing.
Jeanne-Claire	Gordon	kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase trade coupon parking fees.
Connor	Tweedie	Kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase trade coupon parking fees.
Kathryn	Carmody	Wellington	Wellington	as an individual	No	I understand that Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. But as a ratepayer, my preference would be for Council to focus on reducing financial costs instead of just passing higher costs back to me.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase trade coupon parking fees. The purpose of the proposed permit fee increase is to essentially fund transport amenities, road resurfacing, signs, and markings as well as off-setting the rates increase. The change is proposed to also reflect the current market value of all-day parking and to align the cost of CBD trade coupons with the proposed meter fee increases.

Jake	Ninness	Wellington	Wellington	as an individual	No	I strongly oppose this	Thank you for your feedback regarding the Traffic Resolution which proposes to increase trade coupon parking fees. The purpose of the Traffic Resolution is to reflect the current market value of all-day parking and to align the cost of CBD trade coupons with the proposed meter fee increases.
Tim	Jenkins	Karori	Wellington	as an individual	Yes	I support the Council's position that people using parking spaces should contribute more towards the overall cost of providing on street parking.	Thank you for your feedback regarding the Traffic Resolution which proposes to increase trade coupon parking fees.

NO	10
YES	1
TOTAL	11

TR71-21 Central Business District, Wellington – Metered operating hours increase

NAME		Suburb:	City:	GIVING FEEDBACK	AGREE	COMMENT	OFFICER'S RESPONSE
Robb	Morison	Karori	Wellington	as an individual	No	Punishing vehicle owner	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short- and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing.
Kirstin	Vaa	Grenada Village	Wellington	as an individual	No	Your proposal is to increase the cost of parking in the city centre. If you do this, all you're doing is encouraging classism in the city where it will be overrun by wealthy people that can afford to drive in and park up. Where's the concentration on diversifying the city? You need to be putting your efforts into making the public transport system work because it's certainly not right now. It's expensive and unreliable! I don't know how many times I've been late to work because buses just do not turn up. Wellingtonians have lost all faith in public transport and hiking the cost of parking in Wellington is not going to fix the issue at all - lower income earners and even the middle class will just stay in the suburbs and avoid the city centre unless they absolutely have to visit for work etc. Housing is expensive in Wellington and then adding this in is going to make it impossible to live here very soon for young families, middle class and lower income earners.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings. In August 2020 the Council adopted a new Parking Policy. This Policy will help the Council to respond to the challenges of a changing and growing city. The proposed increase in parking charges was determined following extensive community consultation on the short- and long-term needs of Wellingtonians as part of the consultation on the Parking Policy. Parking occupancy in the central city hovers over 80% during peak periods and the proposed changes are part of a new approach to setting parking fees in response to supply and demand. Fee increases are likely to encourage short-stay parking, freeing up spaces for more people to visit more local businesses. This approach also encourages the public to explore alternative modes of transport and supports our shared goal of becoming a net carbon-neutral capital by 2050. To meet the demand for road space from different transport modes carparks will be progressively removed to provide for walkways, cycleways, and bus priority lanes. The changes being proposed are in alignment with the Let's Get Wellington Moving programme of work. All of this will contribute to the Council's goal of making the city more accessible and while the number of parks is reducing the demand for parking spaces and the cost of maintaining them is increasing. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz .
daniel	gyles	miramar	wellington	as an individual	No	A two hour limit is not long enough to be able to spend an evening in town - try going for dinner and a show inside two hours!	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings. We acknowledge in some situations members of the public may require more time for parking dependant on their plans however there are many alternative off-street parking buildings available for parking without time restrictions.
Katy	McTeigue	Johnsonville	Wellington	as an individual	No	If I go to an event or movie I can't move my car during it. This makes me much less likely to come into the city. I'll go to lower Hutt or porirua instead.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings. We acknowledge in some situations members of the public may require more time for parking dependant on their plans however, there are many alternative off-street parking buildings available for parking without time restrictions.
Alexis	Gallagher	Stokes Valley	Lower Hutt	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours.

Kosal	Kong	Newlands	Wellington	as an individual	No	Extending the two hour restriction in to the evening on weekend nights will have an impact on the hospitality and arts sector, with two hours not being sufficient for people being able to enjoy eg dinner and movie, or dinner and a show. Public transport options on weekend evenings are more restricted so it is unrealistic to assume that people will move to using public transport instead.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings. We acknowledge in some situations members of the public may require more time for parking dependant on their plans however there are many alternative off-street parking buildings available for parking without time restrictions. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Molly	Kennedy	Karori	Wellington	as an individual	No	I have concerns that limits to time in the evenings and weekends (or significant costs) would limit the Cultural Capital status of Wellington. Patrons who are going to shows would not want to pop out at an interval, or between dinner and trying to make a show, to move their car.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings. We acknowledge in some situations members of the public may require more time for parking dependant on their plans however there are many alternative off-street parking buildings available for parking without time restrictions.
Catherine	L'Estrange	Berhampore	Wellington	as an individual	No	By increasing the hours needed to pay (and at a proposed higher rate) you will lose what little family crowd you have frequenting the cafes and restaurants in the CBD. If you hadn't totally messed with the bus system the less people would be inclined to drive.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings. We acknowledge in some situations members of the public may require more time for parking dependant on their plans however there are many alternative off-street parking buildings available for parking without time restrictions. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
SK	Oosterbaan	Melling	Lower Hutt	as an individual	No	As someone living in the Hutt Valley, where buses and trains are not frequent on the weekend, nor do trains travel into the Courtenay Place end of town, increasing the cost of metered parking discourages patronage. Parking is free on the weekend in the Hutt.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings. We acknowledge in some situations members of the public may require more time for parking dependant on their plans however there are many alternative off-street parking buildings available for parking without time restrictions. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Jonathan	Markwick	Mount Cook	Wellington	as an individual	Yes	As a frequent visitor to the CBD for work and shopping, I fully support the proposed changes in TR71-21. Higher parking fees are much more preferable than higher rates given Wellington's already extremely high rents. Unaffordable housing has a much higher social cost (homelessness, crime, overcrowding, mental and physical illness etc.) than expensive parking.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours.
Natalie	Gyles	Kelburn	Wellington	as an individual	No	Whilst paying higher parking costs is an issue for those on limited incomes, and street parking is the only option for people with limited mobility, for the purposes of this submission my real concern with extending parking meter hours is the concern around extending the two hour time limit to later in the evening. This will have an adverse impact on the concert/theatre/performance events in our creative city, as if the 2 hour parking time limit continues into the evening then that will stop people being able to park in meter parks while attending performances. Even if the show/concert itself is less than 2 hours long, people need to allow time to arrive beforehand and get to/from their cars to the venue. There certainly won't be enough time for patrons to go out for dinner before the show! Even if it is decided that meter parking payment is required until later in the evening, the time limit should also be extended in the evening so that people can park for the whole evening in order to enjoy the entertainment and hospitality that Wellington has to offer. I would be less concerned about limiting access to on-street parking if there were genuinely other alternatives available for people to be able to come and attend shows/hospitality venues in the evening - however at this point in time Wellington does not have realistic alternative options in many cases. There are few off-street parking options now (e.g. James Smith still closed, MFC carpark now overtaken by a building etc.) and Lombard Carpark has huge queues before/after any concert in the MFC etc. Bus would be an ideal alternative if frequency and routing were appropriate - daytime buses are OK but in the evening many bus routes are on very limited schedules. Even those of us who live close to town (e.g. Kelburn) have a cable car that stops running at 8pm and 2 buses per hour that both run within minutes of each other then nothing for another 50 minutes. Walking to Kelburn is certainly feasible for younger/mobile people - and indeed I enjoy walking during the day - but it does not feel safe to walk up from town at night. Thus, while public transport and walking are great alternatives during the day, they are not appropriate alternatives to driving in for evening activities. Thus, I respectfully request that you not extend meter parking time restrictions into the evening unless/until alternatives are available that would allow patrons to continue to attend live performance events in Wellington. Thank you.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings. We acknowledge in some situations members of the public may require more time for parking dependant on their plans however there are many alternative off-street parking buildings available for parking without time restrictions. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.

						<p>Dear WCC- Thank you for demonstrating all the qualities that we, your constituents and the people you apparently "serve", don't want in a council. It seems that, in addition to your incessant infighting and mindless bureaucracy, you are now considering elevating fees for coupon zones and introducing metered parking to zones around the university; even more insidiously, you have the gall to unclearly label these zones as TR67-21 and so on, which I suppose is newspeak for Glasgow Terrace, Salamanca Road, Kelburn Parade, etc. Unfortunately the vast majority of your constituents do not speak such gobbledegook, possibly because we can't afford the language lessons for it because we are already forking out so much for steep parking fees already. In case it wasn't obvious from the location of my address and the targeting of my submission towards the streets surrounding Victoria, yes I am a student- but I have also lived in this great city my whole life, and I can truly say bluntly that in the last few years the bureaucracy in charge of this city has gone to the dogs- why can't you for once contemplate NOT trying to take more money from your constituents who are already fed up with you?! It's not that bloody hard, and before you retort with the claim that we are already rich enough to afford a car and can therefore afford exorbitant parking fees, you should remember that, like it or not, car culture is ingrained in our nation and owning a vehicle is that first step for many of achieving a better life (i.e. being able to make it to work on time (considering the public transport in this city has seemingly followed Mussolini's 1944, rather than 1934, model), visit our regions fantastic wildlife parks (which are thankfully outside of your jurisdiction, although unfortunately still within scope of the GWRC), and drop in on the university for a quick visit that doesn't justify a forty minute walk or fifty minute bus ride). So NO I vehemently oppose your proposed changes to "TR67-21" and should such a change be instituted it will be the final proof that you have fully embraced your new role as a predatory vulture picking on the poor people who can't leave this once-great city due to their work, school, friends and family all living here.</p>	<p>Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings. We acknowledge in some situations members of the public may require more time for parking dependant on their plans however there are many alternative off-street parking buildings available for parking without time restrictions. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.</p>
Samuel	Day	Mt Cook	Wellington	as an individual	No		
						<p>Few people use parking after 6pm, so the revenue increase would again be quite limited, and you hardly need to discourage people from taking up parking spaces when there are so many free. I do use evening parking, as I often study, play sports, attend choir rehearsals, or volunteer in the evenings. Free parking after 6pm is the only reason I can afford to do these things. If I end up paying for parking until later at night I will have to miss out on doing things I love and things that make a difference to people around me. Sometimes these things are the only reason I can get through a day or a week, having them to look forward to; my choir is my community and my lifeline, and what got me through lockdown. It would break my heart to have to miss things like this due to parking costs. The only other option aside from evening parking is to rely on the train, which, due to the hours I'm volunteering/studying, does not get me home until usually around 11pm, resulting in a sleep debt for the following day. Sleep is something I shouldn't have to sacrifice in order to participate in the things I love. Many women also prefer not to take public transport in the evenings if possible due to safety concerns - don't charge them for the fact that their city feels unsafe. Additionally, Wellington city already feels quite unfriendly - sometimes it feels like, as a citizen of Wellington, you're in a constant battle against a council who would rather you didn't live here. This proposal would really increase the antagonistic feeling many of us get from WCC's attitudes towards its citizens.</p>	<p>Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. Our occupancy data shows that in certain areas within the city, occupancy increases significantly as paid parking ends. The purpose of extending metered operating hours is to better manage demand into the evenings and to encourage people to use other forms of transport other than the private car. We acknowledge in some situations members of the public may require more time for parking dependant on their plans however there are many alternative off-street parking buildings available for parking without time restrictions. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.</p>
Helen	Howell	Wellington	Wellington	as an individual	No		
						<p>People come into town in the evening to do things, if they can't get parking easily they'll just find alternate transport (which is unlikely to put money in the councils pocket as they'll use Uber or maybe a taxi)</p>	<p>Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings and to encourage people to use other forms of transport other than the private car. By increasing metered operating hours this will encourage the use of other modes of transport such as ride-share, Ubers, taxis, or public transport and reducing the need for on-street parking.</p>
Hana	Reeve	Ngaio	Wellington	as an individual	No		
						No comment.	<p>Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours.</p>
Jeanne-Claire	Gordon	kelburn	Wellington	as an individual	No		
						No comment.	<p>Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours.</p>
Connor	Tweedie	Kelburn	Wellington	as an individual	No		
						<p>I understand that Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. But as a ratepayer, my preference would be for Council to focus on reducing financial costs instead of just passing higher costs back to me. Also, I already avoid the central city for many reasons - current bus scheduling & routes are not convenient and parking is already expensive. This change is going to make me even less likely to consider central city as a fun venue for my leisure hours. It will become even more a place that I only go for work reasons.</p>	<p>Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings as well as to fund transport amenities, road resurfacing, signs and road markings, and off-setting the rates increase. We can assure you that Council is focused on reducing operating costs where it can, however, you may have seen from the content of the Council's Long Term Plan (LTP) consultation document, there are a number of issues that require funding in the coming years and using ratepayers funds to subsidise on-street parking would further hinder the ability for Council to deal with issues as outlined in our draft LTP. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.</p>
Kathryn	Carmody	Wellington	Wellington	as an individual	No		
						I strongly oppose this	<p>Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings and to encourage people to use other forms of transport other than the private car.</p>
Jake	Ninness	Wellington	Wellington	as an individual	No		

Gisela	Broom	NZ European	NZ European	as an individual	No	Going out to dinner on a weekend is becoming really expensive, plus bus services are not frequent enough	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings and to encourage people to use other forms of transport other than the private car. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Stacey	Parbhu	Owhiro Bay	Owhiro Bay	as an individual	No	Extension of metered parking may increase vulnerability of individuals (e.g. females) who will need to park a significant distance or take public transport into the city at night to enjoy an event longer than 2 hours. Wellington has proved to be unsafe to navigate at night, and a closer park in a lit area decreases risk. Perhaps instead the time on metered parking could be extended after 6pm to cover up to four hours of (paid) parking as an alternative.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. Our occupancy data shows that in certain areas within the city, occupancy increases significantly as paid parking ends. The purpose of extending metered operating hours is to better manage demand into the evenings and to encourage people to use other forms of transport other than the private car. We acknowledge in some situations members of the public may require more time for parking dependant on their plans however there are many alternative off-street parking buildings available for parking without time restrictions. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Lisa	Gebbels	Wellington	Wellington	on behalf of YHA Wellington		No comment.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours.
Tim	Jenkins	Karori	Wellington	as an individual	Yes	I support the Council's position that people using parking spaces should contribute more towards the overall cost of providing on street parking.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours.
David	Harkness	Brooklyn	Wellington	as an individual	Yes	Whilst I support the objective of this resolution, I would like you to mitigate the impact by increasing the time on a number of parks from P120 to P240. For example, if I drive to a game at the Stadium that kicks off at 7pm; I can park at 6.15pm and pay until the end of metering at 8pm; returning to my car at 9/9.30pm. In the new scenario I won't be able to use an on-street park because the maximum time is 2 hours.	Thank you for your feedback regarding the Traffic Resolution for increase metered operating hours. The purpose of extending metered operating hours is to better manage demand into the evenings and to encourage people to use other forms of transport other than the private car. There are many off-street parking buildings available, there is an agreement with Sky Stadium that parking operating hours on Thorndon Quay are 8am – 6pm Monday to Sunday and this will remain unchanged.

NO	19
YES	3
TOTAL	22

TR72-21 Oriental Parade, Wellington – Convert coupon parking to P10hrs metered parking

NAME	Suburb:	City:	GIVING FEEDBACK	AGREE	COMMENTS	OFFICER'S RESPONSES	
Robb	Morison	Karori	Wellington	as an individual	No	Punishing vehicle owner	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade. To better manage the commuter demand on coupon parking at this location, the proposed 10 hour metered parking at fringe rates better reflects the value of all-day parking offered by private carparks in the city. It also provides an hourly payment option for short-medium term parking for those using the Freyberg Facility and the Beach.
Kirstin	Vaa	Grenada Village	Wellington	as an individual	No	Your proposal is to increase the cost of parking in the city centre. If you do this, all you're doing is encouraging classism in the city where it will be overrun by wealthy people that can afford to drive in and park up. Where's the concentration on diversifying the city? You need to be putting your efforts into making the public transport system work because it's certainly not right now. It's expensive and unreliable! I don't know how many times I've been late to work because buses just do not turn up. Wellingtonians have lost all faith in public transport and hiking the cost of parking in Wellington is not going to fix the issue at all - lower income earners and even the middle class will just stay in the suburbs and avoid the city centre unless they absolutely have to visit for work etc. Housing is expensive in Wellington and then adding this in is going to make it impossible to live here very soon for young families, middle class and lower income earners.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade. To better manage the commuter demand on coupon parking at this location, the proposed 10 hour metered parking at fringe rates better reflects the value of all-day parking offered by private carparks in the city. It also provides an hourly payment option for short-medium term parking for those using the Freyberg Facility and the Beach. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz .
Katy	McTeigue	Johnsonville	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade.
Alexis	Gallagher	Stokes Valley	Lower Hutt	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade.
SK	Oosterbaan	Melling	Lower Hutt	as an individual	No	I think this is really hard on the poor, who dont have cash to pay for 120mins otherwise free parking.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade. To better manage the commuter demand on coupon parking at this location, the proposed 10 hour metered parking at fringe rates better reflects the value of all-day parking offered by private carparks in the city. It also provides an hourly payment option for short-medium term parking for those using the Freyberg Facility and the Beach. The Council still intends to provide Coupon parking on Oriental Parade further along opposite House Number 222.
Jonathan	Markwick	Mount Cook	Wellington	as an individual	Yes	Please make sure any new parking payment machines for this area are placed on the road to avoid obstructing people who are using the pathway. The pathway is already very busy over summer.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade. In most cases, we try to place parking meters away from the kerb to minimise risk and damage from vehicles that overhang the kerb. Consideration is taken when installing meters to minimise obstruction to pedestrians using the pathway.
Samuel	Day	Mt Cook	Wellington	as an individual	No	Dear WCC- Thank you for demonstrating all the qualities that we, your constituents and the people you apparently "serve", don't want in a council. It seems that, in addition to your incessant infighting and mindless bureaucracy, you are now considering elevating fees for coupon zones and introducing metered parking to zones around the university; even more insidiously, you have the gall to unclearly label these zones as TR67-21 and so on, which I suppose is newspeak for Glasgow Terrace, Salamanca Road, Kelburn Parade, etc. Unfortunately the vast majority of your constituents do not speak such gobbledegook, possibly because we can't afford the language lessons for it because we are already forking out so much for steep parking fees already. In case it wasn't obvious from the location of my address and the targeting of my submission towards the streets surrounding Victoria, yes I am a student- but I have also lived in this great city my whole life, and I can truly say bluntly that in the last few years the bureaucracy in charge of this city has gone to the dogs- why can't you for once contemplate NOT trying to take more money from your constituents who are already fed up with you?! It's not that bloody hard, and before you retort with the claim that we are already rich enough to afford a car and can therefore afford exorbitant parking fees, you should remember that, like it or not, car culture is ingrained in our nation and owning a vehicle is that first step for many of achieving a better life (i.e. being able to make it to work on time (considering the public transport in this city has seemingly followed Mussolini's 1944, rather than 1934, model), visit our regions fantastic wildlife parks (which are thankfully outside of your jurisdiction, although unfortunately still within scope of the GWRC), and drop in on the university for a quick visit that doesn't justify a forty minute walk or fifty minute bus ride). So NO I vehemently oppose your proposed changes to "TR67-21" and should such a change be instituted it will be the final proof that you have fully embraced your new role as a predatory vulture picking on the poor people who can't leave this once-great city due to their work, school, friends and family all living here. See above; how ridiculous is it that we are expected to submit on EVERY new change instead of being able to address them all in one text box!	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade. To better manage the commuter demand on coupon parking at this location, the proposed 10 hour metered parking at fringe rates better reflects the value of all-day parking offered by private carparks in the city. It also provides an hourly payment option for short-medium term parking for those using the Freyberg Facility and the Beach.
Helen	Howell	Wellington	Wellington	as an individual	Yes	This option does make sense. It would be good to have shorter-term parking options in that area. However, I say this with the caveat that the cost of the new parking system should reflect current parking costs and hours, not the increased costs and hours proposed elsewhere.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade. The proposed P10 hour time limit does not preclude people from paying for parking for periods of time less than the 10-hour limit, however, if the proposed fee increases are approved by Council they will apply to this area of the city. This would mean that the hourly rate for parking in this area would increase to \$3.00 per hour. Additionally, there is an hourly payment option for short-medium term parking for those using the Freyberg Facility and the Beach and the Council still intends to provide Coupon parking on Oriental Parade further along opposite House Number 222.

Hana	Reeve	Ngaio	Wellington	as an individual	No	10hr parking just means barely anyone will be able to use the space and decrease usability for the general public	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade. To better manage the commuter demand on coupon parking at this location, the proposed 10 hour metered parking at fringe rates better reflects the value of all-day parking offered by private carparks in the city. It also provides an hourly payment option for short-medium term parking for those using the Freyberg Facility and the Beach.
Jeanne-Claire	Gordon	kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade.
Connor	Tweedie	Kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade.
Kathryn	Carmody	Wellington	Wellington	as an individual	No	I understand that Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. But are Council sure that this change will actually reduce its costs? Because it looks like change for change's sake.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade. The proposed P10 hour time limit does not preclude people from paying for parking for periods of time less than the 10-hour limit, however, if the proposed fee increases are approved by Council they will apply to this area of the city. This would mean that the hourly rate for parking in this area would increase to \$3.00 per hour. Additionally, there is an hourly payment option for short-medium term parking for those using the Freyberg Facility and the Beach and the Council still intends to provide Coupon parking on Oriental Parade further along opposite House Number 222.
Jake	Ninness	Wellington	Wellington	as an individual	No	I strongly oppose this	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade.
Lisa	Gebbels	Wellington	Wellington	on behalf of YHA Wellington	No	As an accommodation provider in the city, many of our guests, particularly now they are domestic, arrive by car and need a place to park overnight(s). We currently sell them coupons for the coupon parking zone along Oriental Parade. This proposal gives us no affordable parking options for guests and therefore discourages a domestic tourism market from visiting the city - our only market at the moment. As more boarders open up this will increase our visitation numbers to the city and therefore more visitors with cars needing somewhere to park. It would appear that you have not thought about the impact of these changes on our tourism product which would be in direct conflict to your destination management plan which details a supportive approach to tourism within the city.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade. The proposed P10 hour time limit does not preclude people from paying for parking for periods of time less than the 10-hour limit, however, if the proposed fee increases are approved by Council they will apply to this area of the city. This would mean that the hourly rate for parking in this area would increase to \$3.00 per hour. Additionally, there is an hourly payment option for short-medium term parking for those using the Freyberg Facility and the Beach and the Council still intends to provide Coupon parking on Oriental Parade further along opposite House Number 222 and also in Mt Victoria which is within walking distance of the YHA.
Tim	Jenkins	Karori	Wellington	as an individual	Yes	I support the Council's position that people using parking spaces should contribute more towards the overall cost of providing on street parking. I also support the aims to better manage the commuter demand on coupon parking and reflect the value of all-day parking offered by private carparks, as well as giving the option of short-term parking for users of Freyburg pool and the beach.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade.
David	Harkness	Brooklyn	Wellington	as an individual	Yes	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert existing coupon parking to P10hrs metered parking on Oriental Parade.

NO	12
YES	4
TOTAL	16

TR73-21 Glasgow Street, Kelburn – Convert P120 metered parking to P10hrs metered parking

NAME		Suburb:	City:	GIVING FEEDBACK	AGREE	COMMENTS	OFFICER'S RESPONSE
Robb	Morison	Karori	Wellington	as an individual	No	Punishing vehicle owner	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods.
Kirstin	Vaa	Grenada Village	Wellington	as an individual	No	Your proposal is to increase the cost of parking in the city centre. If you do this, all you're doing is encouraging classism in the city where it will be overrun by wealthy people that can afford to drive in and park up. Where's the concentration on diversifying the city? You need to be putting your efforts into making the public transport system work because it's certainly not right now. It's expensive and unreliable! I don't know how many times I've been late to work because buses just do not turn up. Wellingtonians have lost all faith in public transport and hiking the cost of parking in Wellington is not going to fix the issue at all - lower income earners and even the middle class will just stay in the suburbs and avoid the city centre unless they absolutely have to visit for work etc. Housing is expensive in Wellington and then adding this in is going to make it impossible to live here very soon for young families, middle class and lower income earners.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Rosalind	Churchman	Kelburn	Wellington	as an individual	Yes	I agree with the principle that people parking their cars on the roads should contribute to the cost of maintaining them. In addition, having to pay to use them should encourage people to use public transport. However, we have a huge problem with people parking their cars in front of our garage and I am concerned this problem will get even worse. The Council needs to re-do the yellow diagonal lines in front of the garages and put a no parking at all times sign on the lamp post next to the garages.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. We appreciate your concerns regarding vehicles obstructing your garage entranceway. Should you wish to have broken yellow lines painted in front of your garage, you can log a job through Council's Fixit app or by calling our Contact Centre on 04 499 4444. Upon notification, Council's Transport team will arrange for their contractors to install the broken yellow lines.
Alexis	Gallagher	Stokes Valley	Lower Hutt	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn.
Caitlin	Meynell	Johnsonville	Wellington	as an individual	No	2 hours free parking allows me to balance my time and money encouraging me to attend university and get the most out of my education, increasing the limits on these parks will reduce turnover meaning as with other coupon parks in the area they will more than likely be used by people working in town rather than university students/staff needing closer access. They are especially useful as without these parks I would not be able to attend university on days I work due to the transport time required on public transport.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. We appreciate your concerns regarding the proposed change. Currently, the parking demand throughout Wellington has exceeded the parking supply. To mitigate this, the above change is proposed to ensure the better utilisation of these spaces, to reflect the value of parking, and to encourage turnover while offering the flexibility to park for longer periods. The proposed increase to P10hr metered parking will also allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. The proposed P10 hour time limit also does not preclude people from paying for parking for periods of time less than the 10-hour limit. With respect to your comment about people parking for the day. The hourly rate pricing for the proposed P10 parking will mean that early bird parking in CBD off-street carparks is considerably cheaper paying for metered parking in Kelburn for 10 hours and having to walk to the CBD so we do not expect significant numbers of people to take this option.
Anastasia	Reid	Vogeltown	Wellington	as an individual	No	Students already struggle to get to University, let alone find a park, now you would like us to pay for it as well? There is already payed parking in that area and I do not believe that it needs to be changed.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on-street parking. Parking in the area is currently P120 time-restricted and no fees are required. The proposed increase to P10hr metered parking will also allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. Also, the proposed P10 hour time limit does not preclude people from paying for parking for periods of time less than the 10-hour limit.
Jonathan	Markwick	Mount Cook	Wellington	as an individual	Yes	As a student at the Kelburn campus I support the proposed changes in TR73-21. Higher parking fees are much more preferable than higher rates given Wellington's already extremely high rents. Unaffordable housing has a much higher social cost (homelessness, crime, overcrowding, mental and physical illness etc.) than expensive parking.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn.

Joseph	Medyckj-Scot	Hataitai	Wellington	as an individual	No	I don't believe you should be charging University students for parking. I only take my car because it's cheaper, faster, more comfortable and more reliable than your poor excuse for a bus system. Fix that first before you start penalising students for no reason.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Samuel	Day	Mt Cook	Wellington	as an individual	No	Dear WCC- Thank you for demonstrating all the qualities that we, your constituents and the people you apparently "serve", don't want in a council. It seems that, in addition to your incessant infighting and mindless bureaucracy, you are now considering elevating fees for coupon zones and introducing metered parking to zones around the university; even more insidiously, you have the gall to unclearly label these zones as TR67-21 and so on, which I suppose is newspeak for Glasgow Terrace, Salamanca Road, Kelburn Parade, etc. Unfortunately the vast majority of your constituents do not speak such gobbledegook, possibly because we can't afford the language lessons for it because we are already forking out so much for steep parking fees already. In case it wasn't obvious from the location of my address and the targeting of my submission towards the streets surrounding Victoria, yes I am a student- but I have also lived in this great city my whole life, and I can truly say bluntly that in the last few years the bureaucracy in charge of this city has gone to the dogs- why can't you for once contemplate NOT trying to take more money from your constituents who are already fed up with you?! It's not that bloody hard, and before you retort with the claim that we are already rich enough to afford a car and can therefore afford exorbitant parking fees, you should remember that, like it or not, car culture is ingrained in our nation and owning a vehicle is that first step for many of achieving a better life (i.e. being able to make it to work on time (considering the public transport in this city has seemingly followed Mussolini's 1944, rather than 1934, model), visit our regions fantastic wildlife parks (which are thankfully outside of your jurisdiction, although unfortunately still within scope of the GWRC), and drop in on the university for a quick visit that doesn't justify a forty minute walk or fifty minute bus ride). So NO I vehemently oppose your proposed changes to "TR67-21" and should such a change be instituted it will be the final proof that you have fully embraced your new role as a predatory vulture picking on the poor people who can't leave this once-great city due to their work, school, friends and family all living here.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods.
Helen	Howell	Wellington	Wellington	as an individual	No	See comments on TR75-21. Additionally, on the hours of operation: many students study late on campus because they cannot work at home, myself included. Don't penalise those who already have to work around more obstacles than others.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods.
Hana	Reeve	Ngaio	Wellington	as an individual	No	10hr parking just means barely anyone will be able to use the space and decrease usability for the general public	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. The proposed increase to P10hr metered parking will also allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. Also, the proposed P10 hour time limit does not preclude people from paying for parking for periods of time less than the 10-hour limit.
Jade	Palmer	Wellington	Wellington	as an individual	No	As someone that attends vic uni, I sometimes need to drive into campus for only a few minutes to submit an assignment/pick something up. By changing these parking spots to 10 hours, there's almost no chance there will be any short term parks available to park in for those who only want to park a short amount of time. The parks will be taken up by people parking for the day instead.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. There are a number of P5 parking spaces near the University that can be used when popping into the campus for just a few minutes. With respect to your comment about people parking for the day. The hourly rate pricing for the proposed P10 parking will mean that early bird parking in CBD off-street carparks is considerably cheaper paying for metered parking in Kelburn for 10 hours and having to walk to the CBD so we do not expect significant numbers of people to take this option.
Jeanne-Claire	Gordon	kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn.
Connor	Tweedie	Kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn.

Sam	Spijkers-Shaw	Kelburn	Wellington	as an individual	No	The number of people parking in nearby coupon parking will only increase due to these changes. Causing the same problems, as these zones are already oversubscribed, but just further away from university. That is at least until the council decides to further profit from providing basic road infrastructure. Given the low availability of parking at the university itself it is plausible that people will park in these spots for longer than 120 minutes, taking away important access to the university for short term stays. On street parking should not become university parking for staff/students who are able to pay for it, it should be for everyone who is attending university and needs a car park. For change of behaviour to be encouraged work needs to be done to understand why these parking places are so oversubscribed rather than simply monetising them.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. The proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods or shorter periods. The proposed P10 hour time limit does not preclude people from paying for parking for periods of time less than the 10-hour limit. This change reflects the recent adoption of the Council's new Parking Policy which deprioritises private vehicle usage over ride-share and taxis, car-sharing and pool vehicles, delivery vehicles, public transport, cycling, and micro-mobility and walking. The Council will continue to monitor compliance with the rules around coupon parking and will be investing shortly in new technology which will improve the ability of the Council to significantly improve its enforcement activities.
Lauren	Vargo	Northland	Wellington	as an individual	No	Make bike lanes instead	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. You may be aware that the Council recently adopted a new Parking Policy which deprioritises private vehicle usage over ride-share and taxis, car-sharing and pool vehicles, delivery vehicles, public transport, cycling, and micro-mobility and walking. This policy will be progressively operationalised in the coming years.
Kathryn	Carmody	Wellington	Wellington	as an individual	No	This proposal is just mean. The three students that I know who use cars to get to Victoria University are doing that because they're juggling childcare, jobs and study – and they're using the car because they have to. If carparks in this area aren't required to turn over every 2 hours but instead are being held for up to 10 hours at a time then that's just going to make things even harder for them. Have you ever tried raising children while working and studying? No. I didn't think so. Council needs to look again at exactly what problem you're trying to solve with this proposed change.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. There are some remaining P120 parking spaces that remain on Salamanca Road outside Kelburn Park. Additionally, the proposed P10 hour time limit does not preclude people from paying for parking for periods of time less than the 10-hour limit. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover. Wellington City Council's recently adopted Parking Policy deprioritises private vehicle usage over ride-share and taxis, car-sharing and pool vehicles, delivery vehicles, public transport, cycling, and micro-mobility and walking.
Jake	Ninness	Wellington	Wellington	as an individual	No	I strongly oppose this	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn.
Adrian	Bibby	Normadale	Lower Hutt	as an individual	No	Currently students and visitors to Victoria University of Wellington rely on the two hour parks on Kelburn Parade, Salamanca Road and Glasgow St for quick and accessible access to the University for short periods. With around 22,000 students and staff, the small number of car parks represents just a tiny fraction of the University population, but they are used by some of the most vulnerable students, such as those with young families or those that can't easily use public transport options. Currently the two hour parking limit ensures that a small handful of parks are accessible at any one time for these students to use. My concern is the current proposal will ensure the newly metered parks will be occupied from 8am in the morning by people working in Wellington or the staff of the University who are willing to pay for all day parking. With the parks occupied all day, they will never be available for students or visitors to the University. One just needs to look at the surrounding neighbourhood to see that coupon parking spots are fully occupied during term times and this likely to be the case for the proposed parking meters as well. My recommendation would be to install parking meters, but limit occupation to a two hour maximum period.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. There are a number of P5 parking spaces near the University that can be used when popping into the campus for just a few minutes. There are also some P120 parking spaces that remain on Salamanca Road outside Kelburn Park. The proposed increase to P10hr metered parking will allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. With respect to your comment about people parking for the day. The hourly rate pricing for the proposed P10 parking will mean that early bird parking in CBD off-street carparks is considerably cheaper paying for metered parking in Kelburn for 10 hours and having to walk to the CBD so we do not expect significant numbers of people to take this option.
Tim	Jenkins	Karori	Wellington	as an individual	Yes	I support the Council's position that people using parking spaces should contribute more towards the overall cost of providing on street parking. I also support the aims to make charges better reflect the current market value of all-day parking, and encourage parking turnover.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn.

Kate	McKenzie-Brid	Kelburn	Wellington	as an individual	<p>I am providing feedback on the proposed change to the parking (apologies for being late in doing so) and also in relation to that making some comments on the social wellbeing policy. We live at 10 Glasgow St which is opposite the area that you propose to change to P10 hours metered from P120. We have garages that we lease on the opposite side of the street (same side as our house) and so the changes do not directly affect us, although may affect weekend visitors. I will highlight this further below. I do not support the proposed changes. One of the stated goals in changing the designation is to encourage turnover but this will potentially have the opposite effect – as workers may decide it is a good alternative to the 2 hour coupon parking up the street and use the P10 for all day parking or some students may use for all day parking. Already, parking around the university is tight and this will be disadvantageous for those who only wish to park for a limited time. It will undoubtedly provide the council with money, as currently the parking is free, but the social cost of increasing parking costs needs to be weighed against that. Students are already under significant pressure in terms of the costs of accommodation and fees. This will be yet another cost and stress. It may be thought that if a student can afford a car then they can afford to park. However, students may not necessarily own the car they are parking at University on that occasion – it may be a parent's or a flatmates and there may be good reasons for the need to drive on a given occasion. It may also be thought that paying for parking will discourage travel by car – has that eventuated with weekend parking in the central city? The council is currently also consulting on social wellbeing. This parking policy is at odds with that. Having some free parking for a limited period of time is beneficial and supports student wellbeing. It also enables students to come to the library after hours in a safe way. In terms of the broader community – there are a number of events that occur at the University on the weekend for which families need parking – such as community ballet concerts at the Memorial theatre; story time at Vic books and Chinese language learning on a Sunday. The marae is also close by (although currently closed) and parking may be needed for events there. Charging for parking does not support these community activities or general wellbeing. From the perspective of our own family, having free parking on a Saturday or Sunday afternoon or evening is helpful for when our extended whanau – such as our elderly parents-- come to visit. Having to pay for parking – especially up to 8pm at night-- makes this more difficult and again is not supportive of general community wellbeing. Frankly it is a cynical money making exercise. On the other hand, I firmly support the council's social wellbeing framework – I think it is essential and is a great contrast to the previous approach of the National government to remove social wellbeing as an aspect of the council's role.</p>	<p>Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. Wellington City Council's recently adopted Parking Policy deprioritises private vehicle usage over ride-share and taxis, car-sharing and pool vehicles, delivery vehicles, public transport, cycling, and micro-mobility and walking. There are also some remaining P120 parking spaces that remain on Salamanca Road outside Kelburn Park. With respect to your comment about people parking for the day. The hourly rate pricing for the proposed P10 parking will mean that early bird parking in CBD off-street carparks is considerably cheaper paying for metered parking in Kelburn for 10 hours and having to walk to the CBD so we do not expect significant numbers of people to take this option.</p>
Ross	Ferguson	Kelburn	Wellington	as an individual	<p>No</p> <p>I wish to object to the proposal to convert the city side of Glasgow Street (between Kelburn Pde and Rawhiti Tce) from P120 to P600 Metered Parking on these grounds:</p> <ol style="list-style-type: none"> 1.The WCC proposal does not seem to have considered the fact that the non-city side of Glasgow Street consists of residential housing. There is some student accommodation, but most houses in the street are owner occupied. Residents in the street have residential parking for their own use. However, the two hour parking zone currently existing is necessary for visitors (e.g. for someone coming to dinner or who needs to visit a residence). These people should have reasonable access to parking, and not have to pay. Otherwise, a privilege enjoyed in the area at present will be lost. I realise that university users also park in these parks. However, a balance is necessary. A longer walk would be required if this proposal is adopted for all visitors travelling by car who wish to find free parking 2.My understanding is that residents whose primary access is from Glasgow Street did not receive your circular letter (for example at 54 Kelburn Parade) and therefore have not had a chance to respond to your extremely short consultation period – which even I had not been aware of until today. 3.Hours of operation for the envisaged parking meters is also excessive: 8am-8pm Monday to Thursday and 8am-10pm on Fridays. If metered parking is to exist at all, it should operate no longer than from 9am-5pm from Monday-Friday (i.e. including Fridays). What is the justification for the later time on Fridays? There is no late night shopping or cafes in this street. 4.Now that I am aware of the proposal, I shall canvass others in the neighbourhood, who I believe have also been caught out by this non-consultation masquerading as a consultation. 	<p>Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. These parking change proposals are part of the wider consultation on the Council's next 10 year plan and the Council has endeavoured to ensure that as many people as possible were aware that consultation was underway and have provided a number of avenues for people to provide feedback. You may be aware that the Council recently adopted a new Parking Policy which deprioritises private vehicle usage over ride-share and taxis, car-sharing and pool vehicles, delivery vehicles, public transport, cycling, and micro-mobility and walking. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. There are some remaining P120 parking spaces that remain on Salamanca Road outside Kelburn Park. Coupon parking also remains free during weekends. The proposed hours of operation for the proposed change are in line with the Council's desire to reduce reliance on private vehicles and promote a move to other forms of transport as outlined above.</p>

Karen	Commons	Kelburn	Wellington	as an individual	No	<p>I wish to submit an objection to the proposal to convert the city side of Glasgow Street between Kelburn Parade and Rawhiti Tce from P120 to P600 metered parking. I hope you will consider this objection despite it being late. I live at 54 Kelburn Parade, but Glasgow Street is my access to my house. I didn't receive a notification letter, and my neighbour has just shown me his.</p> <p>The residents who park on Glasgow street already have very limited parking</p> <p>I currently need to compete with many households for one of the seven residents' parks on the uphill side of Glasgow Street opposite the zone that you're considering converting. As it is now, if I can't get one of these residents' parks in the evening, I can park over the road until the morning. If this proposal comes in, I'll need to feed the meter in the evening every 2 hours until 8pm Mon to Thurs, or until 10pm on Friday. I live up many steps and this is going to be onerous for a 67 year old — not to mention expensive!</p> <p>I won't be able to have visitors in the evening unless they are people who come on foot or taxi</p> <p>At the moment, my visitors can park in the zone you're considering converting. If this zone is metered to 8pm Monday to Thursday, and 10pm on Fridays, anyone who comes to visit for meals or meetings will need to climb up and down our steps to feed the meter every two hours. I don't understand why we need to meter these parks until such late hours. Even in town, this doesn't happen. And there is no pressure on these parks in the evening. They're rarely half taken.</p> <p>Paying for metered parking will increase student costs and possibly affect student enrolments</p> <p>You say that you want people who use the parks to contribute to the overall cost of parking, and you add that Kelburn has several restricted spaces utilised mostly by students. These two statements seem to imply that you think students should be contributing more to parking. I wonder if you feel any obligation to help make university attendance accessible to students given that their participation at Victoria is an asset to the city.</p> <p>The status quo relating to this strip of student parking seems to be working. Students come and go from these parks all day. Two hours covers many lecture attendance scenarios. Not many lectures are back to back.</p> <p>Please provide your cost benefit analysis</p> <p>Your rationale relates to recouping costs of providing on-street parking. Please explain what these costs are, and what recovery you are making now (from tickets). Will on-street meters need to be maintained? What is their capital cost and projected payback period?</p>	<p>Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Glasgow Street, Kelburn. These parking change proposals are part of the wider consultation on the Council's next 10 year plan and the Council has endeavoured to ensure that as many people as possible were aware that consultation was underway and have provided a number of avenues for people to provide feedback. You may be aware that the Council recently adopted a new Parking Policy which deprioritises private vehicle usage over ride-share and taxis, car-sharing and pool vehicles, delivery vehicles, public transport, cycling, and micro-mobility and walking. The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on-street parking. There are some existing P120 parking spaces that will remain on Salamanca Road outside Kelburn Park. We appreciate that residents parking is in high demand and as a resident permit holder you can utilise residents parking areas within the Kelburn zone. Whilst this may mean a short walk compared</p>
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NO	19
YES	3
TOTAL	22

TR74-21 Salamanca Road, Kelburn – Convert P120 metered parking to P10hrs metered parking

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Robb	Morison	Karori	Wellington	as an individual	No	Punishing vehicle owner	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods.
Kirstin	Vaa	Grenada Village	Wellington	as an individual	No	Your proposal is to increase the cost of parking in the city centre. If you do this, all you're doing is encouraging classism in the city where it will be overrun by wealthy people that can afford to drive in and park up. Where's the concentration on diversifying the city? You need to be putting your efforts into making the public transport system work because it's certainly not right now. It's expensive and unreliable! I don't know how many times I've been late to work because buses just do not turn up. Wellingtonians have lost all faith in public transport and hiking the cost of parking in Wellington is not going to fix the issue at all - lower income earners and even the middle class will just stay in the suburbs and avoid the city centre unless they absolutely have to visit for work etc. Housing is expensive in Wellington and then adding this in is going to make it impossible to live here very soon for young families, middle class and lower income earners.	P10hrs metered parking along Salamanca Road, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Alexis	Gallagher	Stokes Valley	Lower Hutt	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn.
Caitlin	Meynell	Johnsonville	Wellington	as an individual	No	2 hours free parking allows me to balance my time and money encouraging me to attend university and get the most out of my education, increasing the limits on these parks will reduce turnover meaning as with other coupon parks in the area they will more than likely be used by people working in town rather than university students/staff needing closer access. They are especially useful as without these parks I would not be able to attend university on days I work due to the transport time required on public transport.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. We appreciate your concerns regarding the proposed change. Currently, the parking demand throughout Wellington has exceeded the parking supply. To mitigate this, the above change is proposed to ensure the better utilisation of these spaces, to reflect the value of parking, and to encourage turnover while offering the flexibility to park for longer periods. The proposed increase to P10hr metered parking will also allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. Also, the proposed P10 hour time limit does not preclude people from paying for parking for periods of time less than the 10-hour limit. With respect to your comment about people parking for the day. The hourly rate pricing for the proposed P10 parking will mean that early bird parking in CBD off-street carparks is considerably cheaper paying for metered parking in Kelburn for 10 hours and having to walk to the CBD so we do not expect significant numbers of people to take this option.
Anastasia	Reid	Vogeltown	Wellington	as an individual	No	There is already payed parking in that area and I do not believe that it needs to be changed. The primary users of these car parks are university students. Because it is free they are very attractive parks and because they are only two hours it insures that people move and allow others to park.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on-street parking. Parking in the area is currently P120 time-restricted and no fees are required. The proposed increase to P10hr metered parking will also allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. Also, the proposed P10 hour time limit does not preclude people from paying for parking for periods of time less than the 10-hour limit.
Jonathan	Markwick	Mount Cook	Wellington	as an individual	Yes	As a student at the Kelburn campus I support the proposed changes in TR74-21. Higher parking fees are much more preferable than higher rates given Wellington's already extremely high rents. Unaffordable housing has a much higher social cost (homelessness, crime, overcrowding, mental and physical illness etc.) than expensive parking.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn.
Joseph	Medyckyj-Scott	Hataitai	Wellington	as an individual	No	I don't believe you should be charging University students for parking. I only take my car because it's cheaper, faster, more comfortable and more reliable than your poor excuse for a bus system. Fix that first before you start penalising students for no reason.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.

Samuel	Day	Mt Cook	Wellington	as an individual	No	Dear WCC- Thank you for demonstrating all the qualities that we, your constituents and the people you apparently "serve", don't want in a council. It seems that, in addition to your incessant infighting and mindless bureaucracy, you are now considering elevating fees for coupon zones and introducing metered parking to zones around the university; even more insidiously, you have the gall to unclearly label these zones as TR67-21 and so on, which I suppose is newspeak for Glasgow Terrace, Salamanca Road, Kelburn Parade, etc. Unfortunately the vast majority of your constituents do not speak such gobbledegook, possibly because we can't afford the language lessons for it because we are already forking out so much for steep parking fees already. In case it wasn't obvious from the location of my address and the targeting of my submission towards the streets surrounding Victoria, yes I am a student- but I have also lived in this great city my whole life, and I can truly say bluntly that in the last few years the bureaucracy in charge of this city has gone to the dogs- why can't you for once contemplate NOT trying to take more money from your constituents who are already fed up with you?! It's not that bloody hard, and before you retort with the claim that we are already rich enough to afford a car and can therefore afford exorbitant parking fees, you should remember that, like it or not, car culture is ingrained in our nation and owning a vehicle is that first step for many of achieving a better life (i.e. being able to make it to work on time (considering the public transport in this city has seemingly followed Mussolini's 1944, rather than 1934, model), visit our regions fantastic wildlife parks (which are thankfully outside of your jurisdiction, although unfortunately still within scope of the GWRC), and drop in on the university for a quick visit that doesn't justify a forty minute walk or fifty minute bus ride). So NO I vehemently oppose your proposed changes to "TR67-21" and should such a change be instituted it will be the final proof that you have fully embraced your new role as a predatory vulture picking on the poor people who can't leave this once-great city due to their work, school, friends and family all living here.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to
Helen	Howell	Wellington	Wellington	as an individual	No	This proposal is genuinely upsetting. The proposal explicitly mentions that it's mostly students who use the P120 parking on Kelburn parade, a group who WCC knows face growing struggles to afford life in Wellington, yet still proposes imposing costs. I moved out of the centre city to seek more affordable rent outside of the main student area, but I'm finding the cost of public transport and/or parking is almost higher than the difference in rent I'd pay to live more centrally. This proposal would make that even worse. I use the P120 parking for a limited number of reasons, primarily when I'm sick and coming in for a doctor's appointment and don't want to expose other commuters to whatever I have, or physically can't walk the distance to the train (I tend to get lung infections on a yearly basis, so this happens more frequently than one might expect). Imposing parking fees here would mean I might not be able to afford that option and would end up having to take public transport despite being unwell. Additionally, a number of students use this option because Wellington's public transport is, quite frankly, crap. It's expensive, slow, and unreliable. If you have a test you need to be at, relying on public transport is not a safe bet. I've been late to tests due to buses running behind schedule before. Students don't have the income to afford to pay for parking on top of petrol costs, and we don't have the extra options that are available to people with a consistent employer or more disposable income to work with, and if public transport is unexpectedly delayed we can't just call an Uber and eat the cost that time round, because our budgets don't	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods.
Hana	Reeve	Ngaio	Wellington	as an individual	No	10hr parking just means barely anyone will be able to use the space and decrease usability for the general public	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. The proposed increase to P10hr metered parking will also allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. Also, the proposed P10 hour time limit does not preclude people from paying for parking for periods of time less than the 10-hour limit.
Jade	Palmer	Wellington	Wellington	as an individual	No	As someone that attends vic uni, I sometimes need to drive into campus for only a few minutes to submit an assignment/pick something up. By changing these parking spots to 10 hours, there's almost no chance there will be any short term parks available to park in for those who only want to park a short amount of time. The parks will be taken up by people parking for the day instead.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. There are a number of P5 parking spaces near the University that can be used when popping into the campus for just a few minutes. With respect to your comment about people parking for the day. The hourly rate pricing for the proposed P10 parking will mean that early bird parking in CBD off-street carparks is considerably cheaper paying for metered parking in Kelburn for 10 hours and having to walk to the CBD so we do not expect significant numbers of people to take this option.
Jeanne-Clair	Gordon	kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn.
Connor	Tweedie	Kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn.
Jenny	McDougall	Melrose	Wellington	as an individual	Yes	I work in the Hunter Building and require parking when I drive to work. I used to take a no 23 bus directly from Melrose to the University but with the new bus system I have to take 2 or 3 buses and it now takes me up to an hour to get to and from work. I would prefer to take public transport and it would be better for the environment. However if I drive I need to park close by and don't mind paying for this as it is probably equivalent to an Uber. It would be preferable to have buses which are frequent, connect and are not cancelled. There are two universities and a high school on the old 23 route from Houghton Bay.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn.

Sam	Spijkers-Shaw	Kelburn	Wellington	as an individual	No	The number of people parking in nearby coupon parking will only increase due to these changes. Causing the same problems, as these zones are already oversubscribed, but just further away from university. That is at least until the council decides to further profit from providing basic road infrastructure. Given the low availability of parking at the university itself it is plausible that people will park in these spots for longer than 120 minutes, taking away important access to the university for short term stays. On street parking should not become university parking for staff/students who are able to pay for it, it should be for everyone who is attending university and needs a car park. For change of behaviour to be encouraged work needs to be done to understand why these parking places are so oversubscribed rather than simply monetising them.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. The proposed increase to P10hr metered parking will allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. There are also some remaining P120 parking spaces which remain on Salamanca Road outside Kelburn Park. The P5 parking spaces will remain the same to provide University students and the public the opportunity to pop into Kelburn Campus for a few minutes without the need to pay for parking.
Lauren	Vargo	Northland	Wellington	as an individual	No	Bike lanes instead	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. You may be aware that the Council recently adopted a new Parking Policy which deprioritises private vehicle usage over ride-share and taxis, car-sharing and pool vehicles, delivery vehicles, public transport, cycling, and micro-mobility and walking. This policy will be progressively operationalised in the coming years.
Kathryn	Carmody	Wellington	Wellington	as an individual	No	This proposal is just mean. The three students that I know who use cars to get to Victoria University are doing that because they're juggling childcare, jobs and study – and they're using the car because they have to. If carparks in this area aren't required to turn over every 2 hours but instead are being held for up to 10 hours at a time then that's just going to make things even harder for them. Have you ever tried raising children while working and studying? No. I didn't think so. Council needs to look again at exactly what problem you're trying to solve with this proposed change.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. There are some remaining P120 parking spaces which remain on Salamanca Road outside Kelburn Park. Additionally, the proposed P10 hour time limit does not preclude people for paying for parking for periods of time less than the 10-hour limit. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover. Wellington City Council's recently adopted Parking Policy deprioritises private vehicle usage over ride-share and taxis, car sharing and pool vehicles, delivery vehicles, public transport, cycling and micro-mobility and walking. To mitigate the issue we are proposing fee increases, the price of parking will be used to get the best use of spaces (optimal occupancy and turnover) while parking designations, and permit schemes or restrictions will be used to provide spaces for priority parking use types such as mobility parking, car share parking and loading zones.
Jake	Ninness	Wellington	Wellington	as an individual	No	I strongly oppose this	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn.
Katherine	Huynh	Upper Hutt	Upper Hutt	as an individual	No	Wellington City provides poor parking options. Suggesting an increase to parking fees on Salamanca Road doesn't add value to those who use this service. The current parks provide convenient access to the University for attending lectures and meetings. On the downside, the road is windy, steep in places and is actually too narrow to make parking safe. By having parking on this road, makes it a one-lane street in parts. I understand this is normal for Wellington, however, it's not a long-term solution for the good of the community. What other options can you come up with that will benefit the community? The cost of living in this city is very high. Adding more costs only adds more stress. How can you add benefits to residents, students and workers?	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. The proposed increase to P10hr metered parking will also allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction.
Adrian	Bibby	Normadale	Lower Hutt	as an individual	No	Currently students and visitors to Victoria University of Wellington rely on the two hour parks on Kelburn Parade, Salamanca Road and Glasgow St for quick and accessible access to the University for short periods. With around 22,000 students and staff, the small number of car parks represents just a tiny fraction of the University population, but they are used by some of the most vulnerable students, such as those with young families or those that can't easily use public transport options. Currently the two hour parking limit ensures that a small handful of parks are accessible at any one time for these students to use. My concern is the current proposal will ensure the newly metered parks will be occupied from 8am in the morning by people working in Wellington or the staff of the University who are willing to pay for all day parking. With the parks occupied all day, they will never be available for students or visitors to the University. One just needs to look at the surrounding neighbourhood to see that coupon parking spots are fully occupied during term times and this likely to be the case for the proposed parking meters as well. My recommendation would be to install parking meters, but limit occupation to a two hour maximum period.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. There are a number of P5 parking spaces near the University that can be used when popping into the campus for just a few minutes. There are also some P120 parking spaces that remain on Salamanca Road outside Kelburn Park. The proposed increase to P10hr metered parking will allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. With respect to your comment about people parking for the day. The hourly rate pricing for the proposed P10 parking will mean that early bird parking in CBD off-street carparks is considerably cheaper paying for metered parking in Kelburn for 10 hours and having to walk to the CBD so we do not expect significant numbers of people to take this option.
Tim	Jenkins	Karori	Wellington	as an individual	Yes	I support the Council's position that people using parking spaces should contribute more towards the overall cost of providing on street parking. I also support the aims to make charges better reflect the current market value of all-day parking, and encourage parking turnover.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn.
Mike	Goodbourn	Wellington		as an individual	No	Removing P120 parking will significantly increase costs for students who come to University for a short seminar or lecture.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. There are some remaining P120 parking spaces that remain on Salamanca Road outside Kelburn Park. The proposed increase to P10hr metered parking will allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction.

Cameron	Steel	Grenada Village	Wellington	as an individual	No	Salamanca Road and Kelburn Parade's 2 hour parking is used mostly by Victoria University students. In a city that relies quite heavily on our student population and where the cost of living is already so high, why do we continue to make it harder for them? I don't disagree with some P120 zones changing to metered parking in general, just not on these two streets.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. Additionally, there are also some remaining P120 parking spaces that remain on Salamanca Road outside Kelburn Park.
Magan	Polichuk	Wellington	Wellington	as an individual	No	As both a staff member and at student at Victoria University of Wellington who lives in the Northern Suburbs but uses public transport to get to the university for the most part, I wanted to offer some feedback on the proposed parking changes. On the occasion that I do bring my car to work, I need to come to work extremely early to hopefully find a nearby park as running to move my car every couple hours for the current P120 parking is very disruptive to my 8 hour work day. However, due to the nature of the university there is frequently many people who are coming to the university for a meeting, or students coming for classes. (Please note that a significant number of lectures here run for 110 minutes and students are a much larger population than staff) As much as the P10hrs would be very convenient for myself working, I think it is extremely valuable to keep at least some of the spots limited to P120 minutes. As much as I don't want this parking to start costing, I recognise the argument of not attaching a cost will fall on deaf ears. However, I think a valuable compromise for the usability of the parking for the whole university population would be to have some spots limited to P120minutes, even if they are also metered parking. This will allow students who maybe only coming to one lecture or an external person coming in for a meeting or guest lecture have the opportunity to access carparks near the university as well. Perhaps the P120minute parks could be the ones nearest to Kirk/Murphy, Von Zedlitz/Hunter buildings while the parks further up and down can be shifted to P10hours? Also, please never get rid of the 5 minute parking for drop off/pick up.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. The proposed increase to P10hr metered parking will allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. There are also some remaining P120 parking spaces which remain on Salamanca Road outside Kelburn Park. The P5 parking spaces will remain the same to provide University students and the public the opportunity to pop into Kelburn Campus for a few minutes without the need to pay for parking.

NO	21
YES	3
TOTAL	24

TR75-21 Kelburn Parade, Kelburn – Convert P120 metered parking to P10hrs metered parking

NAME		Suburb:	City:	GIVING FEEDBACK	AGREE	COMMENTS	OFFICER'S RESPONSES
Robb	Morison	Karori	Wellington	as an individual	No	Punishing vehicle owner	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Salamanca Road, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods.
Kirstin	Vaa	Grenada Village	Wellington	as an individual	No	Your proposal is to increase the cost of parking in the city centre. If you do this, all you're doing is encouraging classism in the city where it will be overrun by wealthy people that can afford to drive in and park up. Where's the concentration on diversifying the city? You need to be putting your efforts into making the public transport system work because it's certainly not right now. It's expensive and unreliable! I don't know how many times I've been late to work because buses just do not turn up. Wellingtonians have lost all faith in public transport and hiking the cost of parking in Wellington is not going to fix the issue at all - lower income earners and even the middle class will just stay in the suburbs and avoid the city centre unless they absolutely have to visit for work etc. Housing is expensive in Wellington and then adding this in is going to make it impossible to live here very soon for young families, middle class and lower income earners.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who are open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Rosalind	Churchman	Kelburn	Wellington	as an individual	Yes	I agree with the principle that people parking their cars on the roads should contribute to the cost of maintaining them. In addition, having to pay to use them should encourage people to use public transport. However, we have a huge problem with people parking their cars in front of our garage and I am concerned this problem will get even worse. The Council needs to re-do the yellow diagonal lines in front of the garages and put a no parking at all times sign on the lamp post next to the garages.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. We appreciate your concerns regarding vehicles obstructing your garage entranceway. Should you wish to have broken yellow lines painted in front of your garage, you can log a job through Council's Fixit app or by calling our Contact Centre on 04 499 4444. Upon notification, Council's Transport team will arrange for their contractors to install the broken yellow lines. Our Kelburn enforcement areas have been rezoned and will be regularly enforced.
Alexis	Gallagher	Stokes Valley	Lower Hutt	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn.
Caitlin	Meynell	Johnsonville	Wellington	as an individual	No	2 hours free parking allows me to balance my time and money encouraging me to attend university and get the most out of my education, increasing the limits on these parks will reduce turnover meaning as with other coupon parks in the area they will more than likely be used by people working in town rather than university students/staff needing closer access. They are especially useful as without these parks I would not be able to attend university on days I work due to the transport time required on public transport.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. The proposed increase to P10hr metered parking will also allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. Early bird parking in CBD off-street carparks is considerably cheaper than feeding the meter in Kelburn for 10 hours and having to walk to the CBD.
Inaya	Clark	Crofton Downs	Wellington	as an individual	No	University is already hideously expensive, it is unfair to add costs to Kelburn Parade, particularly as public transport is unreliable and expensive.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Anastasia	Reid	Vogeltown	Wellington	as an individual	No	Due to the nature of the location of Victoria University, it is already very isolated and inaccessible. By making parking cost money it is making it more of a challenge for students to get there.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. Wellington City Council's recently adopted Parking Policy deprioritises private vehicle usage over ride-share and taxis, car-sharing and pool vehicles, delivery vehicles, public transport, cycling, and micro-mobility and walking.
Jonathan	Markwick	Mount Cook	Wellington	as an individual	Yes	As a student at the Kelburn campus I support the proposed changes in TR75-21. Higher parking fees are much more preferable than higher rates given Wellington's already extremely high rents. Unaffordable housing has a much higher social cost (homelessness, crime, overcrowding, mental and physical illness etc.) than expensive parking.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn.

Joseph	Medyckyj-Sco	Hataitai	Wellington	as an individual	No	I don't believe you should be charging University students for parking. I only take my car because it's cheaper, faster, more comfortable and more reliable than your poor excuse for a bus system. Fix that first before you start penalising students for no reason.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Samuel	Day	Mt Cook	Wellington	as an individual	No	Dear WCC- Thank you for demonstrating all the qualities that we, your constituents and the people you apparently "serve", don't want in a council. It seems that, in addition to your incessant infighting and mindless bureaucracy, you are now considering elevating fees for coupon zones and introducing metered parking to zones around the university; even more insidiously, you have the gall to unclearly label these zones as TR67-21 and so on, which I suppose is newspeak for Glasgow Terrace, Salamanca Road, Kelburn Parade, etc. Unfortunately the vast majority of your constituents do not speak such gobbledegook, possibly because we can't afford the language lessons for it because we are already forking out so much for steep parking fees already. In case it wasn't obvious from the location of my address and the targeting of my submission towards the streets surrounding Victoria, yes I am a student- but I have also lived in this great city my whole life, and I can truly say bluntly that in the last few years the bureaucracy in charge of this city has gone to the dogs- why can't you for once contemplate NOT trying to take more money from your constituents who are already fed up with you?! It's not that bloody hard, and before you retort with the claim that we are already rich enough to afford a car and can therefore afford exorbitant parking fees, you should remember that, like it or not, car culture is ingrained in our nation and owning a vehicle is that first step for many of achieving a better life (i.e. being able to make it to work on time (considering the public transport in this city has seemingly followed Mussolini's 1944, rather than 1934, model), visit our regions fantastic wildlife parks (which are thankfully outside of your jurisdiction, although unfortunately still within scope of the GWRC), and drop in on the university for a quick visit that doesn't justify a forty minute walk or fifty minute bus ride). So NO I vehemently oppose your proposed changes to "TR67-21" and should such a change be instituted it will be the final proof that you have fully embraced your new role as a predatory vulture picking on the poor people who can't leave this once-great city due to their work, school, friends and family all living here.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods.
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Jade	Palmer	Wellington	Wellington	as an individual	No	As someone that attends vic uni, I sometimes need to drive into campus for only a few minutes to submit an assignment/pick something up. By changing these parking spots to 10 hours, there's almost no chance there will be any short term parks available to park in for those who only want to park a short amount of time. The parks will be taken up by people parking for the day instead.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. There are a number of P5 parking spaces near the University that can be used when popping into the campus for just a few minutes.
Jeanne-Claire	Gordon	kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn.
Connor	Tweedie	Kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn.

Sam	Spijkers-Shaw	Kelburn	Wellington	as an individual	No	The number of people parking in nearby coupon parking will only increase due to these changes. Causing the same problems, as these zones are already oversubscribed, but just further away from university. That is at least until the council decides to further profit from providing basic road infrastructure. Given the low availability of parking at the university itself it is plausible that people will park in these spots for longer than 120 minutes, taking away important access to the university for short term stays. On street parking should not become university parking for staff/students who are able to pay for it, it should be for everyone who is attending university and needs a car park. For change of behaviour to be encouraged work needs to be done to understand why these parking places are so oversubscribed rather than simply monetising them.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. The proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. Wellington City Council's recently adopted Parking Policy deprioritises private vehicle usage over ride-share and taxis, car-sharing and pool vehicles, delivery vehicles, public transport, cycling, and micro-mobility and walking. The recently adopted Parking Policy also ensures that access to the city centre, Council facilities, and suburban areas are inclusive and prioritises people who can't use access and/or public transport, and those that do not drive. We appreciate this proposal may impact Coupon parking in the Kelburn area as you've suggested however, to help manage this our Kelburn enforcement areas have been rezoned and will be regularly enforced.
Lauren	Vargo	Northland	Wellington	as an individual	No	Bike lanes instead	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. To meet the demand for road space from different transport modes carparks are being permanently removed to provide for walkways, cycleways, and bus priority lanes.
Kathryn	Carmody	Wellington	Wellington	as an individual	No	This proposal is just mean. The three students that I know who use cars to get to Victoria University are doing that because they're juggling childcare, jobs and study – and they're using the car because they have to. If carparks in this area aren't required to turn over every 2 hours but instead are being held for up to 10 hours at a time then that's just going to make things even harder for them. Have you ever tried raising children while working and studying? No. I didn't think so. Council needs to look again at exactly what problem you're trying to solve with this proposed change.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. There are some remaining P120 parking spaces that remain on Salamanca Road outside Kelburn Park. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover. Wellington City Council's recently adopted Parking Policy deprioritises private vehicle usage over ride-share and taxis, car-sharing and pool vehicles, delivery vehicles, public transport, cycling, and micro-mobility and walking. To mitigate the issue we are proposing fee increases, the price of parking will be used to get the best use of spaces (optimal occupancy and turnover) while parking designations, and permit schemes or restrictions will be used to provide spaces for priority parking use types such as mobility parking, car share parking, and loading zones.
Jake	Ninness	Wellington	Wellington	as an individual	No	I strongly oppose this	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn.
Adrian	Bibby	Normadale	Lower Hutt	as an individual	No	Currently students and visitors to Victoria University of Wellington rely on the two hour parks on Kelburn Parade, Salamanca Road and Glasgow St for quick and accessible access to the University for short periods. With around 22,000 students and staff, the small number of car parks represents just a tiny fraction of the University population, but they are used by some of the most vulnerable students, such as those with young families or those that can't easily use public transport options. Currently the two hour parking limit ensures that a small handful of parks are accessible at any one time for these students to use. My concern is the current proposal will ensure the newly metered parks will be occupied from 8am in the morning by people working in Wellington or the staff of the University who are willing to pay for all day parking. With the parks occupied all day, they will never be available for students or visitors to the University. One just needs to look at the surrounding neighbourhood to see that coupon parking spots are fully occupied during term times and this likely to be the case for the proposed parking meters as well. My recommendation would be to install parking meters, but limit occupation to a two hour maximum period.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. There are a number of P5 parking spaces near the University that can be used when popping into the campus for just a few minutes. There are also some P120 parking spaces that remain on Salamanca Road outside Kelburn Park. The proposed increase to P10hr metered parking will allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction.
Tim	Jenkins	Karori	Wellington	as an individual	Yes	I support the Council's position that people using parking spaces should contribute more towards the overall cost of providing on street parking. I also support the aims to make charges better reflect the current market value of all-day parking, and encourage parking turnover.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn.
Mike	Goodbourn	Wellington	Wellington	as an individual	No	Removing P120 parking will significantly increase costs for students who come to University for a short seminar or lecture.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. There are some remaining P120 parking spaces that remain on Salamanca Road outside Kelburn Park. The proposed increase to P10hr metered parking will allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120.
Cameron	Steel	Grenada Village	Wellington	as an individual	No	Salamanca Road and Kelburn Parade's 2 hour parking is used mostly by Victoria University students. In a city that relies quite heavily on our student population and where the cost of living is already so high, why do we continue to make it harder for them? I don't disagree with some P120 zones changing to metered parking in general, just not on these two streets.	Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn.

Magan	Polichuk	Wellington	Wellington	as an individual	No	<p>As both a staff member and at student at Victoria University of Wellington who lives in the Northern Suburbs but uses public transport to get to the university for the most part, I wanted to offer some feedback on the proposed parking changes. On the occasion that I do bring my car to work, I need to come to work extremely early to hopefully find a nearby park as running to move my car every couple hours for the current P120 parking is very disruptive to my 8 hour work day. However, due to the nature of the university there is frequently many people who are coming to the university for a meeting, or students coming for classes. (Please note that a significant number of lectures here run for 110 minutes and students are a much larger population than staff) As much as the P10hrs would be very convenient for myself working, I think it is extremely valuable to keep at least some of the spots limited to P120 minutes. As much as I don't want this parking to start costing, I recognise the argument of not attaching a cost will fall on deaf ears. However, I think a valuable compromise for the usability of the parking for the whole university population would be to have some spots limited to P120minutes, even if they are also metered parking. This will allow students who maybe only coming to one lecture or an external person coming in for a meeting or guest lecture have the opportunity to access carparks near the university as well. Perhaps the P120minute parks could be the ones nearest to Kirk/Murphy, Von Zedlitz/Hunter buildings while the parks further up and down can be shifted to P10hours? Also, please never get rid of the 5 minute parking for drop off/pick up.</p>	<p>Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. The proposed increase to P10hr metered parking will allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. There are also some remaining P120 parking spaces which remain on Salamanca Road outside Kelburn Park. The P5 parking spaces will remain the same to provide University students and the public the opportunity to pop into Kelburn Campus for a few minutes without the need to pay for parking.</p>
David	Stevenson	Kelburn	Wellington	On behalf of Victoria University of Wellington	No	<p>Thank you for the opportunity to provide feedback on the proposal to covert P120 metered parking to P10hrs metered parking along Kelburn Parade. Te Herenga Waka - Victoria University of Wellington strongly objects to converting the parking along Kelburn Parade from P120 to P10hrs. Carparking is an important aspect of the student and staff experience at the University. The P120 carparks along Kelburn Parade provides the upmost flexibility for both students and staff visiting campus for lectures and shorter periods of time. This is a critical function which works well as is. Increasing the length of stay would prevent access for students to critical teaching spaces and lecturers visiting the Kelburn campus to teach courses. Our Kelburn Campus is frequently visited by visitors and these short stay carparks are critical in addition to our own supplied visitor carparks. We cannot understand why the City Council would propose that these carparks be available for commuters working downtown when there is already significant demand for the current short stay carparks. Increasing the length of stay would prevent access for students to critical teaching spaces and lecturers visiting the Kelburn campus to teach courses. Our Kelburn Campus is frequently visited by visitors and these short stay carparks are critical in addition to our own supplied visitor carparks. We cannot understand why the City Council would propose that these carparks be available for commuters working downtown when there is already significant demand for the current short stay carparks. Thank you for the opportunity to provide this submission for your consideration.</p>	<p>Thank you for your feedback regarding the Traffic Resolution to convert P120 metered parking to P10hrs metered parking along Kelburn Parade, Kelburn. 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 proposal to charge for on-street parking better reflects the value of parking, encourages parking turnover while offering the flexibility to park for longer periods. The proposed increase to P10hr metered parking will allow University students with longer lectures and tutorials including back-to-back classes with the ability to park longer than the current P120 time restriction. Additionally, there are some remaining P120 parking spaces that remain on Salamanca Road outside Kelburn Park. Early bird parking in CBD off-street carparks is considerably cheaper than feeding the meter in Kelburn for 10 hours and having to walk to the CBD or using coupon parking.</p>

NO	22
YES	3
TOTAL	25

TR76-21 Hill Street, Thorndon – Convert coupon parking to P120 metered parking

NAME		Suburb:	City:	GIVING FEEDBACK	AGREE	COMMENTS	OFFICER'S RESPONSE
Robb	Morison	Karori	Wellington	as an individual	No	Punishing vehicle owner	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street. Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking. These Coupon parking spaces are in the CBD and will be better utilised when these parking spaces are converted to P120 metered parking to ensure regular turnover of these parking spaces and better reflect the value of on-street parking carparks in the CBD.
Kirstin	Vaa	Grenada Village	Wellington	as an individual	No	Your proposal is to increase the cost of parking in the city centre. If you do this, all you're doing is encouraging classism in the city where it will be overrun by wealthy people that can afford to drive in and park up. Where's the concentration on diversifying the city? You need to be putting your efforts into making the public transport system work because it's certainly not right now. It's expensive and unreliable! I don't know how many times I've been late to work because buses just do not turn up. Wellingtonians have lost all faith in public transport and hiking the cost of parking in Wellington is not going to fix the issue at all - lower income earners and even the middle class will just stay in the suburbs and avoid the city centre unless they absolutely have to visit for work etc. Housing is expensive in Wellington and then adding this in is going to make it impossible to live here very soon for young families, middle class and lower income earners.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street. Councils position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking. These Coupon parking spaces are in the CBD and will be better utilised when these parking spaces are converted to P120 metered parking to ensure regular turnover of these parking spaces and better reflect the value of on-street parking carparks in the CBD. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who are open to receiving feedback. We would encourage you to submit feedback to info@gw.govt.nz.
Alexis	Gallagher	Stokes Valley	Lower Hutt	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street.
SK	Oosterbaan	Melling	Lower Hutt	as an individual	No	I think this is really hard on the poor, who dont have cash to pay for 120mins otherwise free parking.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street. These coupon parking spaces will be better utilised if converted to P120 metered parking to ensure regular turnover of these parking spaces and better reflect the value of on-street parking carparks. There are also remaining coupon parking spaces available in the Thorndon area.
Samuel	Day	Mt Cook	Wellington	as an individual	No	Dear WCC- Thank you for demonstrating all the qualities that we, your constituents and the people you apparently "serve", don't want in a council. It seems that, in addition to your incessant infighting and mindless bureaucracy, you are now considering elevating fees for coupon zones and introducing metered parking to zones around the university; even more insidiously, you have the gall to unclearly label these zones as TR67-21 and so on, which I suppose is newspeak for Glasgow Terrace, Salamanca Road, Kelburn Parade, etc. Unfortunately the vast majority of your constituents do not speak such gobbledegook, possibly because we can't afford the language lessons for it because we are already forking out so much for steep parking fees already. In case it wasn't obvious from the location of my address and the targeting of my submission towards the streets surrounding Victoria, yes I am a student- but I have also lived in this great city my whole life, and I can truly say bluntly that in the last few years the bureaucracy in charge of this city has gone to the dogs- why can't you for once contemplate NOT trying to take more money from your constituents who are already fed up with you?! It's not that bloody hard, and before you retort with the claim that we are already rich enough to afford a car and can therefore afford exorbitant parking fees, you should remember that, like it or not, car culture is ingrained in our nation and owning a vehicle is that first step for many of achieving a better life (i.e. being able to make it to work on time (considering the public transport in this city has seemingly followed Mussolini's 1944, rather than 1934, model), visit our regions fantastic wildlife parks (which are thankfully outside of your jurisdiction, although unfortunately still within scope of the GWRC), and drop in on the university for a quick visit that doesn't justify a forty minute walk or fifty minute bus ride). So NO I vehemently oppose your proposed changes to "TR67-21" and should such a change be instituted it will be the final proof that you have fully embraced your new role as a predatory vulture picking on the poor people who can't leave this once-great city due to their work, school, friends and family all living here.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street. Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking. These Coupon parking spaces are in the CBD and will be better utilised when these parking spaces are converted to P120 metered parking to ensure regular turnover of these parking spaces and better reflect the value of on-street parking carparks in the CBD. We note your concerns regarding the current public transport system. The public transport system is managed by Greater Wellington Regional Council who is open to receiving feedback. We would encourage you to submit feedback to
Helen	Howell	Wellington	Wellington	as an individual	No	Coupon parking is quite a good system and the cost ia (as it stands) actually fairly reasonable. WCC's standard hourly rates are already exorbitant, and will be even more so if increased under these proposals. It's not difficult to find a parking space in this general area. This change is unnecessary.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street. Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking. These Coupon parking spaces are in the CBD and will be better utilised when these parking spaces are converted to P120 metered parking to ensure regular turnover of these parking spaces and better reflect the value of on-street parking carparks in the CBD.
Hana	Reeve	Ngaio	Wellington	as an individual	No	10hr parking just means barely anyone will be able to use the space and decrease usability for the general public	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street. The proposal is about converting the current coupon parking on Hill Street to P120 metered parking.
Jeanne-Claire	Gordon	kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street.
Connor	Tweedie	Kelburn	Wellington	as an individual	No	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street.
Kathryn	Carmody	Wellington	Wellington	as an individual	Yes	Yep, go for it. Sounds like a good idea for that spot.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street.

Jake	Ninness	Wellington	Wellington	as an individual	No	I strongly oppose this	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street. Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking. These Coupon parking spaces are in the CBD and will be better utilised when these parking spaces are converted to P120 metered parking to ensure regular turnover of these parking spaces and better reflect the value of on-street parking carparks in the CBD.
Tim	Jenkins	Karori	Wellington	as an individual	Yes	I support the Council's position that people using parking spaces should contribute more towards the overall cost of providing on street parking. I also support the aims to ensure parking turnover, and better reflect the value of on street parking carparks in the CBD.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street.
David	Harkness	Brooklyn	Wellington	as an individual	Yes	No comment.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street.
Rachel	Brown	Unknown	unknown	as an individual	NO	I note that WCC is at last proposing to change the designation of parking in Hill Street. For too long this stretch of street, so close to the National Library and more importantly the Treaty of Waitangi and Suffrage Petition, has had all day parking for those commuting into work and so paying the daily WCC coupon parking rate. WCC's intention is that the change be to metered parking for 120 minutes. I very much support that the commuter parking is being changed. However, I do not support that the change be to metered P120 parking. As part of the WCC commitment to supporting the Treaty of Waitangi and for New Zealanders to be able to view the Treaty particularly school groups the parking in Hill Street should be free and limited to 120 minutes. This would also enable buses to park there.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street. Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking. These Coupon parking spaces are in the CBD and will be better utilised when these parking spaces are converted to P120 metered parking to ensure regular turnover of these parking spaces and better reflect the value of on-street parking carparks in the CBD.
Peter	Ryan	wellington	Wellington	as an individual	NO	I cannot see any fiscal reasons for changing existing couplon apart from from expected enforcement revenue. This is a special area with no retail outlets. To expect paid parking after 6pm weekly or weekends is fanciful as parks are free as on Molesworth, Sydney and Wilson ST Pauls parking. As a part owner of 20 - 18 Hill street and having a family member living at the address I am regularly in the Area and as such very up to date with parking matters. I also live and work locally That is the address 20 - 18 Hill street has NO access to Resident parking and by taking away coupon parking you will be directly penalizing and causing inconvenience to the Residents in the area particularly after 6pm weekday and weekends. There are no retail outlets in the street and there currently are currently always parks available in Molesworth street and Sydney street along with Wilson parking. Having not seen a cost analysis to put in metered parking for only 24 spaces and knowing the usage will be very low outside business hours and weekends, it seems as stated in your proposal that you will be relying on enforcement revenue to produce more income than you currently receive from ongoing Coupon parking. The Parliamentary precinct is a special character area bordering the Parliamentary Library and not a retail platform. Additionally by proposing these 24 parks this will directly effect the owners and tenants of 18 Hill street who will have the quiet enjoyment accessing their homes or inviting friends, family or guests whom will have costly restricted parking particularly after 6pm weekdays and weekends. As such I would welcome giving an Oral input around the punitive outcomes we will receive as we cannot even get resident parking I await confirmation of my email.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street. These coupon parking spaces will be better utilised if converted to P120 metered parking to ensure regular turnover of these parking spaces and better reflect the value of on-street parking carparks. Hill Street is within proximity to a commercially zoned area under the District Plan. There are also remaining coupon parking spaces available in the Thorndon area. Hill Street P120 metered parking will be charged at CBD rates and the operating hours are aligned with the proposed hours in the CBD areas for consistency and enforcement purposes.
Caroline	Ryan	Thorndon	Wellington	as an individual	NO	I disagree with the proposal. This part of the street has residents. Now there will be no parking for residents or visitors except whre they will have to pay huge costs. Please note: There is no residence parking here which is a huge issue for Hill Street.	Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street. Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on-street parking. Under the newly adopted Parking Policy, the residents permit scheme will review the existing zone boundaries as part of a city-based area review. There are also remaining coupon parking spaces available in the Thorndon area.

Olivia	Ryan	Thorndon	Wellington	as an individual	NO	<p>I am the owner of 18B Hill Street since December 2019. I am writing regarding the proposed changes of coupon parking to metered parking to 24 carparks along Hill Street.</p> <p>I do not agree with your proposed changes as:</p> <ul style="list-style-type: none"> -I rely on coupon parking during the week and during the weekend as I have previously been refused a residence permit by WCC. I have been told by WCC that I need to pay daily parking in the coupon parks each day. Therefore, this advice does not now stand correct if there is no coupon parking available on Hill Street. -I have a number of family and friends visit me during the nights and weekends. I do not agree with your proposed changes to extend metered parking to 8pm on weeknights and 10pm on weekdays. I believe that it is unfair for visitors to pay per hour and of a maximum of 2 hours to visit family and friends in a residential street in Thorndon -Hill Street is a residential street. People rely on the coupon parking on this street to park here to go to the rugby at the stadium, to go to Church and to go to the Hill Street Farmers market on a Saturday morning -I have family and friends that live all across Wellington from Waikanae to Miramar. Due to this, I need access to a car during the weekends to visit my family and friends, if there are two hour limits of metred parking then I will not have access to any parking during the weekend until after 10pm. <p>I believe that if you are making the proposed changes then you need to allow owner occupiers of 18-20 Hill Street to have residence carparking. As the only owner without a garage, then there is also an option to only allow 18B Hill Street access to residence carparking. I pay rates and I do not believe that I should be penalised by unfair parking rules on a residential street.</p> <p>I am happy to provide evidence that I own 18B Hill Street and that my property does not come with a garage.</p>	<p>Thank you for your feedback regarding the Traffic Resolution to convert coupon parking to P120 metered parking along Hill Street. Under the newly adopted Parking Policy, the residents permit scheme will review the existing zone boundaries as part of a city-based area review. There are also remaining coupon parking spaces available in the Thorndon area.</p>
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NO	14
YES	3
TOTAL	17