

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

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

9:30 am Rāapa, 20 Poutūterangi 2024

9:30 am Wednesday, 20 March 2024

Ngake (16.09), Level 16, Tahiwī

113 The Terrace

Pōneke | Wellington



MEMBERSHIP

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

Have your say!

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

AREA OF FOCUS

The Koata Hātepe | Regulatory Processes Committee has responsibility for:

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

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

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the hui with a karakia.

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

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

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

1.3 Conflict of Interest Declarations

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

1.4 Confirmation of Minutes

The minutes of the meeting held on 22 February 2024 will be put to the Koata Hātepe | Regulatory Processes Committee for confirmation.

1.5 Items not on the Agenda

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

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

The Chairperson shall state to the hui:

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

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

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

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

1.6 Public Participation

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

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

2. General Business

BERHAMPORE AND NEWTOWN PARKING SCHEME - ORAL HEARINGS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee asks that committee members recognise the speakers who will be speaking to their submissions regarding the Berhampore and Newtown parking scheme.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Relevant Previous decisions

Council approved the Parking Policy in August 2020, which set out principles and priorities used to inform these proposed changes. On 23 February 2022, the Pūroro Waihanga | Infrastructure Committee issued a paper to officers containing a directive identifying Newtown as the priority suburb for parking management plans.

In November 2023, following a first round of community consultation, Kōrau Tūāpapa | Environment and Infrastructure Committee, considered and approved an amended draft Newtown and Berhampore Parking Management Plan.

Financial considerations

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

Risk

- Low Medium High Extreme

Author	Marcella Freeman, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

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

Whakarāpopoto | Executive Summary

2. This report to Koata Hātepe | Regulatory Processes Committee asks that committee members recognise the speakers who will be speaking to their submissions regarding the Berhampore and Newtown parking scheme.

Takenga mai | Background

3. Wellington City Council consulted with the community from 30 January 2024 until 19 February 2024. During this time 502 submissions were received, and 30 submitters confirmed their request to make an oral submission to the Koata Hātepe | Regulatory Processes Committee.
4. Details on the project can be found on the Wellington City Council Website: [Berhampore and Newtown parking scheme | WCC Transport Projects](#).

Kōrerorero | Discussion

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

Ngā mahinga e whai ake nei | Next actions

8. Decisions on the Berhampore and Newtown parking scheme are scheduled to be considered at the meeting of Koata Hātepe | Regulatory Processes Committee on April 4 2024. The full submission document will be published alongside that meeting's agenda.

Attachments

Attachment 1. Speaker Submissions [↓](#) 

Page 11

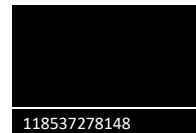


**Berhampore and Newtown parking scheme proposal
Oral submitters feedback**

30 January - 19 February 2024

Name	Suburb	Providing feedback as:	Page
Tony Paine		Mary Potter Hospice	13
James Harris	Newtown	An individual	19
Sam O'Brien	Newtown	An individual	21
Lucy Telfar Barnard	Newtown		23
Freya	Berhampore	An individual	25
Duncan Smyth	Kingston	An individual	27
Stephen Maslin	Newtown	An individual	29
John	Newtown	An individual	31
Gavin Jolly	Newtown	An individual	33
Kyan Krumdieck	Kilbirnie	An individual	35
Bill Colosimo	Newtown	An individual	39
Paul	Newtown	An individual	47
Kate Flanagan	Newtown	An individual	49
Dylan Packman	Brooklyn	An individual	51
Shelly	Newtown	An individual	53
Marion Leighton	Newtown	An individual	55
Justin Swift	Berhampore	An individual	58
Jenny Cochrane	Newtown	An individual	61
Jenn Hadley	Newtown	An individual	63
Simmi	Karori	An individual	66
Andrew Gower	Newtown	An individual	68
Amanda	Berhampore	An individual	71
Lynette Neal	Lyll Bay	An individual	75
Jackie Streeting	Mount Cook	An individual	77
Shelly Robinson		Roy Street Residents	80
Peter Kitchenman		An individual	89
Helen Grove		An individual	100
Ryan Teahan		An individual	102
Ben Gittos	Newtown	An individual	104
Rhona Carson		Newtown Residents Association	106

Feedback



118537278148

NAME: Tony Paine	SUBURB:	ON BEHALF OF: Mary Potter Hospice	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

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

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

What is your main relationship to the Berhampore and Newtown parking scheme area?

What area of Newtown or Berhampore is your home or business in?

If the scheme is introduced, how likely is it that you would apply for a resident permit?

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

If you live in the area, how many vehicles are owned by people in your home?

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?

Do you support the scheme's proposed parking restrictions?

Adding P180 time limit spaces that everyone can use:	
Residents with a permit would be able to stay as	

long as needed.	
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	
A maximum of two resident permits per household:	
Putting a limit on the total number of resident permits that can be issued for parking zones:	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	
Allowing all households in the area to get a number of free day passes for visitors:	
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	
If you have any comments to make about the restrictions, please share them here.	



Berhampore Newtown Updated Parking Scheme Proposal

Submission from Mary Potter Hospice Charitable Trust

Feb 2024

- The updated parking scheme has failed to address any of our concerns. A reduction in longer term non-resident parking will be catastrophic for the Hospice in Mein Street. We remain deeply concerned that our ability to provide quality patient and whanau care for people at the end of their lives will be compromised to the point where we will need to question the viability of continuing to operate in our present location.
- We strongly urge the Council to reconsider their approach and work with us to find a way of ensuring that the 50 Mary Potter Hospice staff and volunteers each week who rely on parking on nearby streets for 8 – 9 hour shifts, can continue to get a safe convenient car park.
- We repeat: the Council's proposal as it stands will create an unacceptably high risk of eroding the quality and safety of patient care, adds additional stress to people working in an already difficult essential service, and will make it even harder for us to recruit and retain staff.
- We have talked with Council officials who were professional and positive, but could not offer us any solution that creates the 50 additional parks we need each week. We are supporting staff to carpool and maximising the use of car parks on site. One Council official said consideration was being given to converting parking in Mein St to being only available for health care workers at the hospital. This would make our challenges worse! Please do not do this, or if you do, please make the Mein St parks available for our health care workers as well.
- We continue to say the Council needs to design a system that recognises the needs of all members of the Newtown community, including people who work in the area or who need to visit for longer periods of time. It does not make sense to try and solve one problem by creating another equally untenable problem.

Our original submission follows. Nothing in the updated proposal has adequately addressed the issues we presented to Council last year, so all remains relevant.

In conclusion, we are seeking a decision from the Council to not reduce the number of non-resident longer term parks in the Newtown East Zone. If that is not acceptable to Council we ask for some targeted creative leniency around the number of, and ease of applying for, resident and visitor permits so that we can have around 10 permits a day for staff and visitors to ensure they can park close to the Hospice.

Tony Paine
CE
Mary Potter Hospice

Original Submission November 2023

1. Background

Mary Potter Hospice has been providing palliative care for the people of Wellington, Porirua and Kapiti for over 30 years from our building at 48 Mein Street Newtown. The building houses our in-patient unit and is a base for our Wellington community team who support people needing palliative care in their own homes. Our admin and fundraising teams are also housed in the building.

Around 130 people work in the building each week (staff and volunteers), with the in-patient unit running 24/7, 365 days of the year. Around 280 patients stay in the in-patient each year, and the unit includes a family flat where whānau who are supporting loved ones and each other can stay. Thousands of visitors come to the building each year, most visiting and staying with loved ones who are in the last months, weeks and days of their lives.

Around a third of all the people who die in the Wellington region receive services from Mary Potter Hospice. All our services are provided free of charge.

2. Submission

Mary Potter Hospice strongly opposes the proposed Newtown parking scheme. It will have significant negative impacts on visitors, staff, volunteers, and our ability to continue to provide the palliative care services Wellingtonians need.

We have at least 50 staff each week who rely on getting a park on the street for 8 hours during their shift, as close to the hospice as possible.

The proposal states that for people working in the area it will be harder to find car parks as it prioritises residents and short term visitors. A more balanced approach is required that does not prioritise one group over another. People who commute to, and work in, Newtown, or who visit the area for longer than 120 minutes are a crucial and significant part of the life, vibrancy and economic success of the Newtown community. In the case of Mary Potter Hospice and other similar health and community organisations based in the area around the hospital, they are also a critical part of Wellington's health infrastructure and make a huge contribution to the well-being of people across our city.

While we have 27 carparks on our site, the scale of operation means that we need these parks for visitors, volunteers, and to park the fleet vehicles our Wellington community team use to travel to patients' homes. We have done everything we can to maximise parking on site, including hosting a fleet of MEVO ride share cars at our neighbouring apartment complex that staff can also use. We are particularly conscious of the needs of visitors, for whom other options like public transport are simply impossible. Visitors want and need to be 'at the bedside' for long periods of time, at unpredictable times, often in large groups using more than one vehicle, and who we will often call and ask to come into the unit urgently.

This means that we are unable to provide all our staff and volunteers with car parks on site. We do have two parks that are reserved for afternoon shift nursing staff who need to leave the building around 11pm each night and who face safety risks if they have to walk long distances on the streets late at night. Some staff have been able to rent carparks nearby, but these parks are in short supply with long waiting lists, and are not affordable for everyone.

Reading the proposal suggests that at best non-residents needing longer term parks will need to be at least 15 minutes' walk away, and that there is a very high risk that some staff and people visiting loved ones in the Hospice will not be able to get a park at all. This is a risk that will be traumatic for visitors, stressful for staff already involved in challenging and difficult work, and if it led to one or more key staff not being on the in-patient unit for a shift it would lead to significant risks to patient well-being and safety.

Over the longer term this will further erode Mary Potter Hospice's ability to recruit and retain the nurses, doctors, cultural liaisons, social workers, counsellors, OTs, physiotherapists, spiritual carers, hospitality volunteers etc. our patients need, in the context of a health system already severely compromised by clinical staff shortages.

Here are some comments from Newtown-based nurses and other clinical staff about their current parking challenges and the impact of the proposed changes.

"I do park in the street before morning shifts (start at 0700) and sometimes before afternoon shifts (starting 1430). It is currently quite difficult to find a space but still possible. If I come early I can generally get a park but it does often lead to a poor night's sleep as it does play on my mind a bit! For pm shifts better to park on site if you can from the point of view of safety ie leaving the hospice. I travel from Upper Hutt so public transport is not really an option for me. I would imagine that the proposed changes to parking will have an impact on recruitment and retention!"

"I live in Plimmerton. When I choose to travel by car I leave home at 0530hrs to (a) ensure I miss the traffic coming into the city and yes even at that hour it's busy and (b) to ensure I find a street park in time to start at 0700hrs. The 8 hour work days are 11hrs if you include travel."

"I'm environmentally aware. Several days over winter/spring I chose public transport. This involves a walk, train, walk, bus, walk. Mostly the trains were running in the morning, but the buses surely were not. I usually had to wait 20-25 minutes for a bus in the cold at the station. One day I decided to walk the 45mins as no buses showed. I was never on time for the 0700am start/handover. The alternative would have been to catch the 0530hr train instead of the 0601hr train. A get up time of 0455hrs to achieve this. My length of day when using public transport is 10hrs minimum. And with trains often cancelled late afternoon it was 11hrs. When it's raining I often arrive 'wet' to start my day."

"Coming in from Churton Park I absolutely rely on parking in the area. I specifically bought a mini so I could take up the smallest parking possible ☺ I am on a waiting list for parking at the school which I think I've been on around 6 months but I hear most people don't hear anything for at least two years."

"Parking in the area is a real headache so this isn't good news and ultimately may impact on the hours I can work i.e. if I can't get parked until later or further away or am forced to use public transport I may have to start later and leave earlier which will have an impact on the number of clients I can see here in the hospice and the hours I can do."

3. Conclusion

We strongly urge the Council to reconsider your approach to parking in Newtown and Berhampore. You are simply going to 'solve' one problem by creating another. We urge you to create a scheme that recognises and responds to the needs (including proximity to their workplace) of people who

work in the area, that doesn't increase the risk of them not being able to get a park or of having a very long walk to work.

While we appreciate the opportunity to make a formal submission, we would also ask that whatever the outcome of your deliberations on this proposal it would be appropriate for officials from Council to work with the Hospice to ensure we can create the best possible solution to the needs of a significant number of essential workers who come to Newtown every day – including if necessary an adequate allocation of residential and visitor passes.

4. Support from other groups

As noted above this proposal does not just create risk and challenges for Mary Potter Hospice. As part of preparing this submission we have spoken with other similar nearby organisations who share our concerns.

For example, Peke Waihanga fully support Mary Potter's submission. "Peke Waihanga has a shared drive access with Mary Potter hospice. We have 22 permanent staff who provide prosthetic and orthotic services for about 1100 amputees in the central region. Many attend the wellington clinic by car or taxi. We occasionally support Mary Potter by allowing use of our carparks if vacant for any reason. Local businesses, including ours already struggle to attract staff due to the very tight parking situation. The proposed changes are untenable." Penny Hanning, Central Regional Manager, Peke Waihanga, Artificial Limb Service Orthotic Service 42-46 Mein Street, Newtown
penny.hanning@nzals.co.nz

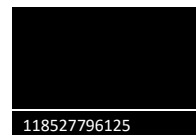
5. Seek to speak

We would like to make an oral presentation to the Council in support of this submission.

Tony Paine
CE
Mary Potter Hospice



Feedback



NAME: James Harris	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly support

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
No - I think the changes for Newtown east should be made sooner

Do you have any comments to make about the overall proposed parking scheme?
 Extend to ebike parking. Support bike "garages" on road space.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown east zone

If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely

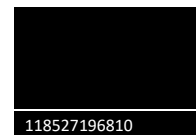
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very likely

If you live in the area, how many vehicles are owned by people in your home?
Two

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much easier

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly support
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Oppose
A maximum of two resident permits per household:	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly support
Allowing all households in the area to get a number of free day passes for visitors:	Support
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Oppose
If you have any comments to make about the restrictions, please share them here.	
130 coromandel st- cul de sac is parking for 20 households that lack direct road access, they are off pedestrian zig zag. Please apply the restrictions to weekend as well as weekday. Please consult with residents in detail before installing the zones on this highly contested space.	

Feedback



118527196810

NAME: Sam O'Brien	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
Don't know

Do you have any comments to make about the overall proposed parking scheme?
 As per my previous comments. I strongly oppose the whole thing. It is a huge waste of time and places unnecessary stress on the residents of Newtown. Feels like a money making scheme which will affect houses with more than two cars significantly. We don't have any issues with parking on our street, if it ain't broke, don't fix it. I'd hate to think how much time and council resource has been spent on this. How about you focus on fixing the pipes instead of imposing rules that make peoples lives harder.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown west zone

If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely

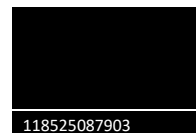
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very unlikely

If you live in the area, how many vehicles are owned by people in your home?
Four

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
No change

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly oppose
A maximum of two resident permits per household:	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors:	Strongly support
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Neutral
If you have any comments to make about the restrictions, please share them here.	
<p>This is just awful. The bus system has shown itself to be wildly inconsistent and there is a shortage of drivers, so I oppose the whole thing on principle. It feels like a revenue generating exercise that comes at the expense of the residents of Newtown. Many of us live in houses with several other car owners, and we park our cars on our street and rarely have any issues. How are friends meant to visit us without worrying about parking logistics and the number of passes the house hold has? It's unnecessary stress for Newtown residents. Please stop this madness and maintain the status quo. I'd hate to think how much time and council resources have been spent on this already.</p>	

Feedback



118525087903

NAME: Lucy Telfar Barnard	SUBURB: Newtown	ON BEHALF OF:	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Neutral

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
Yes - I support the proposed timing for Newtown east

Do you have any comments to make about the overall proposed parking scheme?
 I support the proposed timing for Newtown east - because I live in Newtown east, and I hope it will demonstrate that removal of Residents' Parking will be a disaster for residents who rely on these spaces, before that removal affects my area. However, if the parking changes are introduced later for Newtown East, then Newtown East will need increased Residents' Parking spaces in the interim to counter the identified increased pressure on parking in the Newtown east zone. I would also like to see the council cross-reference with the relevant government department to ensure that all dwellings with an occupant with a long-term mobility permit have an accessible carpark outside their home, if that space is currently Residents' Parking, since they are more likely to be adversely affected by disruption to the status quo. Otherwise, as indicated in my earlier comment, I am extremely concerned that the proposed scheme removes restricted Residents' Parking areas with no prior testing. This concern is heightened by the proposed change to 180 minutes instead of 120 minutes. Human behaviour being what it is, a 180 minute limit is long enough that hospital workers will simply move their cars on their breaks - likely making arrangements to swap with co-workers - leaving the parking situation even worse for actual residents. I would much rather try a "suck and see" approach, starting with a mix of (perhaps slightly fewer) Residents' Parks, the new 180 minute parks, and unrestricted parking. It would be easy to remove Residents' Parks with the scheme underway, but it will be extremely difficult to get them back again however quickly it becomes apparent that they are still needed.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)On the street (residents only)

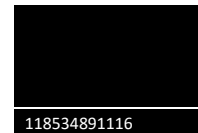
What is your main relationship to the Berhampore and Newtown parking scheme area?
I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown east zone
If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very likely
If you live in the area, how many vehicles are owned by people in your home?
One
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Neutral
A maximum of two resident permits per household:	Neutral
Putting a limit on the total number of resident permits that can be issued for parking zones:	Oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly support
Allowing all households in the area to get a number of free day passes for visitors:	Neutral
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Support
If you have any comments to make about the restrictions, please share them here.	
<p>I am extremely concerned that the proposed scheme removes restricted residents' parking areas with no prior testing. This concern is heightened by the change to 180 minutes instead of 120 minutes. Human behaviour being what it is, I think it even more likely that a 180 minute limit will just mean hospital workers come and move their cars on their breaks - likely making arrangements to swap with co-workers - leaving no parking for actual residents. I would much rather try a "suck and see" approach, starting with a mix of (perhaps slightly fewer) Residents' Only parks, the new 180 minute parks, and unrestricted parking. It would be easy to remove Residents' Only parks with the scheme underway, but it will be extremely difficult to get them back again once it is shown that they are still needed.</p>	

Berhampore and Newtown parking scheme proposal 2024

Feedback



118534891116

NAME: Freya	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

Do you have any comments to make about the overall proposed parking scheme?
 Including only 30 percent of Berhampore in the scheme risks significant increase in cars on the streets without restrictions. I recommend increasing scheme to include streets close to Rintoul Street (e.g., all of Herald Street) as these streets are already extremely congested. Without restrictions, people living on streets with restrictions will likely move cars to streets without restrictions (rather than paying yearly fee), increasing congestion on other streets.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I live in the area

What area of Newtown or Berhampore is your home or business in?
Berhampore zone

If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely

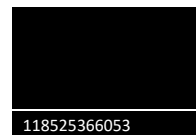
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Likely

If you live in the area, how many vehicles are owned by people in your home?
Two

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Support
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Support
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Support
A maximum of two resident permits per household:	Support
Putting a limit on the total number of resident permits that can be issued for parking zones:	Support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Support
Allowing all households in the area to get a number of free day passes for visitors:	Neutral
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Oppose
If you have any comments to make about the restrictions, please share them here.	
Including only 30 percent of Berhampore in the scheme risks significant increase in cars on the streets without restrictions. Would recommend increasing scheme to include streets close to Rintol (and surrounding areas) as these streets are already extremely congested. Without restrictions, people living on streets with restrictions will likely move cars to streets without restrictions (rather than paying yearly fee), increasing congestion on other streets.	

Feedback



118525366053

NAME: Duncan Smyth	SUBURB: Kingston	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

No - I think the changes for Newtown east should be made later

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

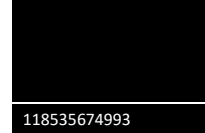
Over 1000 hospital staff as well as staff from many Newtown businesses use this area to park every day. There is no plan from the council about how to address this, and I am not aware of one from the hospital either. Hospital workers have been completely forgotten in this process. I understand that the hospital has applied to Treasury to build a new carpark but this will be several years away at least. While parking charges may need to occur at some point, changes should not proceed until there is a worked out alternative parking site for hospital staff, either on or off site. There is already barely enough parking on site for hospital staff as it is. This is going to create chaos. There is not enough parking on site for all of these people. There is a health workforce crisis currently, with huge shortages of a number of essential professions at Wellington Hospital (e.g. nurses, radiographers), which already impacts services. While it would be nice for everyone to be able to take public transport or cycle to work, this is just not feasible for a large number of people: (i) Due to the cost of living in Newtown and Berhampore, many essential hospital staff need to live far from the hospital. Many of these staff either work shift times which would make it very difficult to get public transport home, or else there is no reliable or efficient public transport option for them to get home - i.e. they need to drive to work. There are also obvious safety issues with staff having difficulty getting home after late shifts and needing to wait on the streets for long periods of time. (ii) they work on-call and may need to return to the hospital at short notice (iii) they have to pick up and drop off children from daycare or school before and after work. My wife and I are both health professionals working at Wellington Hospital and we need to be able to drive to drop off and pick up our daughter from daycare before and after work. We also sometimes need to work outside of normal working hours. There is no public transport option for us to get from home in Kingston to daycare, so we need to drive. Cycling is a bad option given the large hill we live up, the Wellington weather, my on-call work requirements and the safety issues taking our daughter from our home. We are already very time-stretched to drop our daughter off after the daycare opens and get to work on time. These changes will make life much more difficult. e-bikes are also expensive and not affordable for a large proportion of hospital staff. I expect that these changes will discourage more health workers from working in Wellington Hospital. This will exacerbate the already existing workforce issues. I am not against these changes going ahead at some point in time, however this should not be done without an alternative parking option for hospital workers. Thank you for your consideration.

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

What area of Newtown or Berhampore is your home or business in?
If the scheme is introduced, how likely is it that you would apply for a resident permit?
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
If you live in the area, how many vehicles are owned by people in your home?
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly oppose
A maximum of two resident permits per household:	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors:	Strongly oppose
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	

**Berhampore and Newtown parking scheme proposal 2024
Feedback**



NAME: Stephen Maslin	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly support

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
No - I think the changes for Newtown east should be made sooner

Do you have any comments to make about the overall proposed parking scheme?
 This plan is excellent. Parking has long been an issue in Newtown and using a rational and clear plan to restrict parking is sensible. It being delivered along side the improvements to public and active transport options is wonderful too. It will make it easier for people who have hospital appointments to visit the hospital and people visiting Newtown by car. It will make residence parking allocation reasonable as currently you have situations where some flats have several cars per household and people who live in town parking their car in Newtown. Newtown cannot keep bearing the brunt of the hospital not implementing better schemes for workers to get to the hospital. A small note is staging the implementation from Newtown West to East will put undue pressure of Newtown East parking. Something needs to change, I have been in Newtown for over 10 years and parking has always been an issue. Let's do this!

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)On the street (residents only)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown west zone

If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely

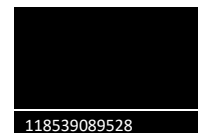
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very likely

If you live in the area, how many vehicles are owned by people in your home?	
One	
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?	
Much easier	

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly support
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly support
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Neutral
A maximum of two resident permits per household:	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly support
Allowing all households in the area to get a number of free day passes for visitors:	Strongly support
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly support
If you have any comments to make about the restrictions, please share them here.	
Great change to 180min of parking, it suits residence and visitors to the hospital as it suits a lunch time BBQ or a longer appointment at the hospital or Zoo. I would say this should be 7 days a week however as parking can also be problematic on weekends.	

Berhampore and Newtown parking scheme proposal 2024

Feedback



118539089528

NAME: John	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

Strongly support

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

No - I think the changes for Newtown east should be made sooner

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

I understand that I don't have a right to permanent and convenient parking on public land and that on-street parking is a limited resource. I support this proposal because it provides a reasonable basis for rationing this limited resource. In Newtown, on-street parking in residential areas should be prioritised for residents. Overall, the proposal provides a reasonable set of criteria for prioritising which residents can access an on-street car park. I'd like to see the criteria make it easier for existing/long-standing residents to get on-street parking, but harder for newer residents to get them, e.g. via a 'moved to suburb before or after x date' or a 'renewal vs new permit for this individual' criterion. Someone looking to move to Newtown in 2024 should be fully aware of how tricky on-street parking is here, so is better placed to make informed to make a wider range of decisions today than someone who moved here in say, 1984. The overall cap on permit numbers may help, but may not fully achieve this. I'd also like a mechanism made available for people to get more than two permits for a household, so long as these 3rd or 4th permits are more expensive and lower in priority than first permits. This would cater to a wider range of household types. Newtown East residents will have increased pressure on parking in their area, but their permits won't be valid Newtown West if they end up having to park there. If you don't introduce the changes to all zones at the same time and it does end up causing problems for Newtown East residents, I'd suggest allowing East permits to work in Newtown West until the whole scheme is implemented.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?

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

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

In an off-street car park

What is your main relationship to the Berhampore and Newtown parking scheme area?

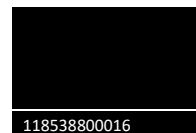
I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown west zone
If the scheme is introduced, how likely is it that you would apply for a resident permit?
Undecided
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very likely
If you live in the area, how many vehicles are owned by people in your home?
One
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
No change

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly support
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly support
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Support
A maximum of two resident permits per household:	Neutral
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Support
Allowing all households in the area to get a number of free day passes for visitors:	Strongly support
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Support
If you have any comments to make about the restrictions, please share them here.	

Berhampore and Newtown parking scheme proposal 2024

Feedback



118538800016

NAME: Gavin Jolly	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Support

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
Yes - I support the proposed timing for Newtown east

Do you have any comments to make about the overall proposed parking scheme?
 Restrictions Should Apply 7 Days a Week The restrictions must apply 7 days a week, especially for streets adjacent to locations that are busy throughout the weekend. The weekend pressure in these areas is comparable to weekdays in Newtown East. The current dedicated residents' parking means that parking for residents is available. However, I fear that on weekends, parking near these areas will become extremely difficult. The key locations under pressure include the Newtown commercial area, the Zoo, restaurants, and churches. Typical weekends see Daniell St and Wilson St extremely busy due to the success of the local restaurants and shops that lack sufficient parking of their own. The parking situation in Newtown East worsens when a sporting event takes place at Newtown Park.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)On the street (residents only)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown east zone

If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely

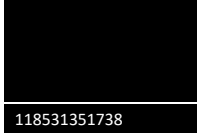
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very likely

If you live in the area, how many vehicles are owned by people in your home?
Two

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Harder

Do you support the scheme’s proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly support
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly support
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Oppose
A maximum of two resident permits per household:	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones:	Neutral
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly support
Allowing all households in the area to get a number of free day passes for visitors:	Strongly support
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Support
If you have any comments to make about the restrictions, please share them here.	
<p>Restrictions Should Apply 7 Days a Week ----- The restrictions must apply 7 days a week, especially for streets adjacent to locations that are busy throughout the weekend. The weekend pressure in these areas is comparable to weekdays in Newtown East. The current dedicated residents' parking means that parking for residents is available. However, I fear that on weekends, parking near these areas will become extremely difficult. The key causes of pressure include the Newtown commercial area, the Zoo, restaurants, and churches. Typical weekends see Daniell St and Wilson St extremely busy due to the success of the local restaurants and shops that lack sufficient parking of their own. The parking situation in Newtown East worsens when a sporting event takes place at Newtown Park. Living opposite the PPIC Church and near the Mediterranean Food Warehouse, there are regular occasions when there is no parking available nearby, often with Residents Parks filled with non-permitted cars. The church hosts regular events, not just services on Sunday, and we have noticed occasions where their underground off-street parking is not opened for use until all street parking is overfilled. We have also experienced street parking being cordoned off for events sometimes with a council permit but multiple times without any approval. Newtown East is a busy location due to it being a thoroughfare for traffic from Kilbirnie, Rongotai, and the Airport. As a result, it is well-known and popular.</p> <p>Out of Zone Parking ----- The proposed guidance suggests residents "could opt to park out of the zone," which is not a realistic or valid option. All surrounding areas already have existing parking pressures and time restrictions. Utilising Existing Space ----- There are multiple private parking areas that are largely unused during the week. While these are not a permanent solution, and there would be times those private owners would need those carparks, the council should investigate and consult on mobilising these carparks for use during the week. Sites could include PIPC Church, the area behind Newtown Park, Methodist Church, A'Oga Amata, Baptist Church Chinese, and other sites.</p>	

Feedback



NAME: Kyan Krumdieck	SUBURB: Kilbirnie	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly support

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
Yes - I support the proposed timing for Newtown east

Do you have any comments to make about the overall proposed parking scheme?
 Get rid of parking on Constable street just like you have on Adelaide road so that cyclists dont keep getting hit by cars. I'm the second person I personally know to get in a crash because we're crammed in with cars and drivers get angry enough to endanger our lives because we're slow going up a hill and they have to wait for us.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I regularly travel through the area

What area of Newtown or Berhampore is your home or business in?

If the scheme is introduced, how likely is it that you would apply for a resident permit?

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

If you live in the area, how many vehicles are owned by people in your home?

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
No change

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly support
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly support
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly support
A maximum of two resident permits per household:	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Don't know
Allowing all households in the area to get a number of free day passes for visitors:	Support
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Neutral
If you have any comments to make about the restrictions, please share them here.	
<p>I was hit by a car 3 weeks ago on Constable street while cycling down the hill. (Police Report: OR-1417168N) It is absolutely stupid that you have built such a nice cycle way up the hill from Kilbirnie, and have a great cycleway down Riddiford/Adelaide. But have one bottleneck of Constable street that is a death trap. I've nearly been hit so many times. With all the cars parked on the sides, the only place to cycle is in the main car lane. Drivers get upset and swerve around you, either nearly clipping you or nearly causing an accident. In this incident a car swerved in front of me turning left without seeing me and i ran into them, then they hit and ran. There are no security cameras so I'm now taking the brunt of it all. My ebike has a bent wheel which will cost me \$500+ which is nearly my fortnightly wages. The car slammed into my leg and I was out of work for a week because of the injury. Either don't provide cycle paths for 80% of a route and then funnel me into a deathtrap with drivers who don't care if they kill me - or provide SOME lane for us to cycle in. The only realistic option I know is removing the parking from constable street so there's actually room for people on the road. Or at the very least make it a bus lane that has clear way during peak traffic hours because that's when it's most dangerous. The only alternative I can think is if you can provide some back street cycleway that's labelled and I know where to go to not die.</p>	

Traffic Crash Report

OR Reference: **OR-1417168N**

Report submitted: **18/01/2024 10:55 AM**

Contact details

Personal details

Name : **Kyan William Krumdieck**

Contact details

When

Provide the date and time the incident happened : **18/01/2024 09:15 AM to 18/01/2024 09:30 AM**

Where

Location type : **An intersection**

Name of location : **Corner of Constable Street & Daniell Street coming down the hill**

Address Selected : **46-44 Constable Street, Newtown, Wellington 6021, New Zealand**

How close to the address did this happen : **Outside**

Please describe any landmarks that may help to pinpoint the exact location : **Car hit me on my bike as it turned onto Daniell street off Constable street**

Conditions

Describe the weather conditions : **Fine. No hazards. No wind. No rain. Plenty of light.**

Describe the conditions of the road surface : **Sealed. Completely normal other than extremely narrow with no bike lane.**

Describe the lighting : **Normal broad daylight.**

What happened

Vehicles involved

Vehicle 1

Who owns the vehicle : **Unknown**

This is an automated report, which has been submitted to the New Zealand Police for review. The report was generated by the person who reported the traffic crash and has not been validated.

Non-Emergency 105 Online Reporting



Who was driving the vehicle : **Unknown**

Licence plate : **Unknown**

Vehicle type : **CAR**

Enter any identifying features : **It was a small commuter car. Not a station wagon. Silver / grey. Man driving it.**

What damage occurred to the vehicle as result of the crash : **I hit the left rearview which bent it all the way forwards. My bike is damaged and my ankle swelling up.**

Describe in detail what happened. Everything you tell us about the crash is important. :

I was cycling down Constable street on my way to work. Braking, so not full coasting speed because I expect this exact thing could happen. Silver/Grey Car in question was about 2-3 car lengths in front of me. The car in front of it turned left onto Daniel street, and without warning The silver/grey Car swerved without indicating down Daniell Street. I don't know if they were connected and the car I hit was following? Or if it was just pure reckless driving. Regardless, because it braked and swerved into the shoulder where I was I had about one car length to stop going at probably 20-30kmph. I braked at max but couldn't stop in time and ended up beside it around as it swerved fully into the shoulder / turned left onto Daniel. It hit me on my right leg / pedal, my wheel hit it's side or was hit, and I hit its rearview knocking it forward. I shouted "what the fuck", didn't look directly at his face, but saw him shouting too. I moved out of the intersection further down Constable and he turned down Daniel. There was nowhere to pull over with parked cars until a few shops down opposite Newtown library. I pulled up onto the sidewalk there where there was space for parking. It was only really then as I was shaking and got off my bike I thought about him, looked back and didn't see him. That's when I noticed my ankle was hurting, my whole body was shaking, and my front wheel of my ebike was bent and squeaking.

Were there any witnesses to the crash? :

Cars around me but I didn't stop to talk to anyone.

Were there any injuries sustained as part of the crash? : **Yes**

Describe the injuries : **Yes. My right ankle is swelling. The car hit my right leg when it impacted me on the side. The inner nub bone of my ankle has a scrape where it hit the inside of my bike frame and is bruising. The outside of my leg hurts when i stand and is starting to swell. I'm icing it.**

Additional information

If you have more evidence or information which may assist us processing your report, describe it here :

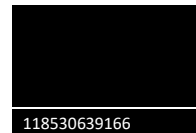
I don't have any video evidence. I was too dazed to take down a license number etc. my hope would be that you might have some traffic cam that might have seen it.

I agree to a copy of this report being sent to my email address : **Yes**

This is an automated report, which has been submitted to the New Zealand Police for review. The report was generated by the person who reported the traffic crash and has not been validated.

Berhampore and Newtown parking scheme proposal 2024

Feedback



118530639166

NAME: Bill Colosimo	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

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

Thinking about where I park, the impact of the new scheme will have a devastating impact on my ability to find a car park anywhere close to my residence. Where are the car parks lost along the length of Rintoul St. be provided for? As a tradesperson in require tools and materials from my residence, the cycle lane on Rintoul St. will effectively mean I shall have to take 6 foot ladders and heavy tools, potentially streets away from my home, an absolute nightmare! The proposed limit to the total number of residents parking permits is a real fish hook cloaked in a treat. With no certainty that although you live here, you may not get a permit to park here.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?

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

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?

I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown west zone
If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very likely
If you live in the area, how many vehicles are owned by people in your home?
One
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly support
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Neutral
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly support
A maximum of two resident permits per household:	Neutral
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors:	Strongly support
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	
Thinking about where I park, on Rintoul St. the Cycle lane in this new scheme will destroy any possibility of me parking outside my residence. And as a tradesperson requiring tools and materials from my residence, the new scheme sounds like a complete and utter nightmare for me. The limit of a total number of available residence permits scares me as well. So what happens if a resident is unable to secure a permit? Where will the locations of the removed car parking outside the residence's homes in Rintoul st. to accommodate the cycle lane be relocated?	

An open letter to the City Design team Wellington City Council

The proposed parking scheme

I believe we can agree on the concerns facing Newtown with regard to traffic flow and parking. We do need a change for the better that would help our community and Wellingtonians that come to our suburb as well.

You propose three hour parking

We as residents, are completely aware that many of the fine people that work at Wellington Hospital park in our streets.

My concern with these suggested improvements; If you work an eight hour day at the Hospital how will it be possible to get to your vehicle, after three hours at work, move your vehicle to another park, somewhere, then return to work, calm and able to focus on people who need your care and undivided attention.

The reality is that all that will be accomplished will be a stressful dance of a hundred vehicles moving, simply swapping their parking spaces every three hours.

You propose resident parking permits

My concern is you suggest limits to your resident permit numbers. And I really struggle with the 'no guarantee that you will get a permit at all'. So your proposal suggests that even if you reside in Newtown you may not be able to park here for longer than three hours during the day, surely that needs a re-think!

You propose a cycle lane down Rintoul St.

As a resident finding a parking space close to my home in Rintoul St. is often challenging. Should I need a trade person or a service to my home, often I will need to strategise; securing a parking space outside my home then waiting for the tech to arrive in their vehicle to release the park to them, and then try to find a park for my vehicle somewhere in the neighbourhood.

As I am self employed I will often have equipment, materials and work stored at my home. Ladders, and large pieces that need to be transported by a vehicle. Difficult at best, but with the proposed cycle lane outside my home I struggle to understand how I will make this work. And how any service vehicle will be able to be outside my home for maintenance or repairs.

My concerns are, will we need to pay for traffic management for a Technician to park outside our home, and the approximately hundred or so car parks lost to the cycle lane have not been provisioned for.

As designers you need to dig deeper, think harder, and perhaps consider more innovative solutions. For example at least consider, town belts as an alternative routes for cycle lanes, or routing them one block over from the main arterial routes of our city, and then making these roads for resident only vehicles. Not creating choke points that just endanger all road users, that constrict and congest vehicle movement, and probably just increase the emissions of the grid locked vehicles.

The financial impact of the proposed scheme on the residents of Rintoul St.

The immediate impact of the cycle lane on our homes; making any home maintenance, up keep or improvements will be extremely problematic with the inability of any vehicle to park outside our residence.

Activities such as green waste removal, or perhaps, even the weekly shopping may be difficult. However the requirement of a household to have a skip-bin or the requirement for major renovation works with large vehicles to service a home, such as a Hi-Ab truck, will now require markedly increased planning, traffic management, with approval from any relevant authorities, these undertakings for a resident or home owner will now become, frankly, a financial nightmare.

I made a general inquiry to a local Realtor about the financial impact the loss of on-street parking may have outside a residence. A figure of \$100,000.00 was an approximate estimate. I believe as residents should this scheme go ahead, this amount must be deducted from the Capital value of our homes as assessed on our Rates.

With approximately fifty homes on the away from the city side of Rintoul St. I believe there is a strong argument that a total amount of an approximate \$5,000,000.00 of revenue could arguably be lost for our Council, which I also believe is fair for the restitution of the market value loss resulting from the affected residents homes on Rintoul St.

First draft of the affected rate paying residents impacted by the proposed cycle lane and consequent loss of the parking that was previously available to them.

As the rate payer for the property..... on Rintoul St. I request my Capital value be adjusted down by \$1000,00.00 to reflect the impact of the loss of on-street parking associated with the proposed scheme that was once available to me as the rate payer prior to the proposed scheme.

Rate payer/owner:

Property:

Legal description:

Rates account number:

Valuation reference:

Rating category:

Billing category:

Date:

Signed by:

The proposed Berhampore to Newtown scheme

The information I have relied on in compiling this document was sourced from WCC Transitional Cycleways Multi Criteria Analysis, (CMC) Newtown to Island Bay 5 October 2022, in tandem with a brief field visit to existing cycle ways in the local Wellington area

Field visit to existing cycleways

The approximate measurements are kerb to kerb widths of existing roads that have cycle lanes on them not including the footpath taken by me. The Rintoul St. Kerb to kerb measurement was obtained from Option 3 the selected option for the Northern end of Rintoul St.

Kerb to kerb Island Bay Parade.....15.4 metres wide

Two lanes of traffic, provision for parking in both directions, two cycle lanes with door zones

Kerb to kerb Onepu Road.....14.2 metres wide

Two lanes of traffic, provision for parking in both directions, two cycle lanes with door zones

Kerb to kerb Coutts Street.....13.8 metres wide

Two lanes of traffic, provision for parking in both directions, two cycle lanes with door zones

Kerb to kerb Rongotai Road.....9.7 metres wide

One lane of traffic, provision for parking a cycle lane with door zones

Kerb to Kerb Rintoul Street.....8.8 metres wide

Section one north of Wakefield Hospital, Option 3 was chosen in the CMC. Parallel parking, two way traffic lane, cycle lane

Table 3 Dimensions used in developing options for transitional cycleways

Parallel parking Minimum 1.9 m

Two way traffic lane with lane to city shared with cycles Minimum 5.5 m

Cycle-lane south Minimum 1.5 m

Protection next to cycle facilities 0.3 m

Using the Table 3 minimum dimensions the kerb to kerb Minimum Road width requirement for Option 3 selected for Section One of Rintoul St. North of Wakefield Hospital is 9.2 metres. Existing width is shown at 8.8 metres.

Cycle riders going into the city will ride in door zone, with no separation from vehicles and the road does not meet the Minimum width requirement by .4 m

I love Wellington

I have lived in Wellington for most of my life. I grew up in what I can only describe as a paradise for a boy in Karaka Bay, with the harbour and shore just a tremendous place for a child to grow. I went to Rongotai College and to get there I proudly refurbished a bicycle, that was lovingly resprayed in racing red.

I have called Rintoul St. my home for three decades, fortunate enough to experience the absolute mayhem outside my home when the last ever game was played at Athletic Park. Back then the rateable value of your home was set at approximately 20% less than the market value. Times change I guess....anyway.

I wish to suggest that perhaps the square peg in the round hole dilemma we face in our city is somehow mitigating the fact that we have constraints of fairly steep hills, some quite narrow roads, and a desire to do good things for our environment and ourselves.

Currently as a city I believe we are struggling with encouraging more people to walk and to cycle, and connecting our existing achievements with this regard into a cohesive whole for continuity in commuting for pleasure or transportation. In Newtown we have a proposal that seeks to connect the Island Bay cycle way to Newtown and the city.

Seeking this continuity has challenges; narrow roads, steep hills, and now more than ever budget constraints. The City Design team has offered Newtown and Berhampore a proposal of how they see we can achieve a continuity in our cycle way connectivity, but I believe that the solution may need more effort than trying to squish that square peg in a round hole.

I struggle with the fact we are trying to provide cycle lanes on our main arterial roads, it seems congested, dangerous and just not pleasant for vehicle drivers or cyclists, a real tension that seems to increase as more people come to live in our beautiful space. So at the risk of being dismissed as a dreamer, let me suggest a concept that I believe may hold a snippet of promise.

We need to embrace the good fortune of our green belts around the city, perhaps they hold the key to providing wonderful solutions to the challenges we are facing with regard to connectivity of our cycle routes. I propose we explore the feasibility of a Gondola network to overcome the tyranny of our narrow roads and steep hills.

Imagine you can cycle to Wakefield Park and secure your bike to a rack on a Gondola that will take you over the steep hills through the trees to link up with Tasman St. Dedicated to cycles and absolutely no through traffic to contend with, to arrive at Pukeahu National Park and the city at your feet.

Should you wish to stay on the Gondola this will take you to Central Park where Aro St. Or perhaps the top of Willis St. Awaits.

If your destination is toward the Eastern Suburbs, well, no problem for you the journey through the town belt could in theory take you to dangerously close to Oriental Bay.

Dare to dream Wellington, dare to dream.

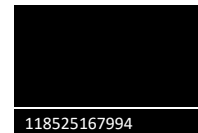


A quick sketch of Gondola possibilities and potential benefits

- More of a Cycle Road than for vehicles, with no through traffic permitted down the length of Tasman St. and Tory St. Resident and service vehicles only. Utilising the new Plate tech. to only allow permits for eligible vehicles.
- Proposed Gondola Routes and entry lanes based entirely and solely on my local knowledge, a desire to ease our frightful traffic congestion, and my love for Wellington.
- Proposed Stops, they seem like being somewhere there would seem to work.
- Taking advantage of the new accessibility to various parts of the city, new walking and cycle tracks may be initiated along the Gondola runs.

Berhampore and Newtown parking scheme proposal 2024

Feedback



118525167994

NAME: Paul	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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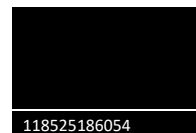
Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly support
If approved, do you support delaying changes in the Newtown east zone to mid-2025?
No - I think the changes for Newtown east should be made sooner
Do you have any comments to make about the overall proposed parking scheme?

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

What area of Newtown or Berhampore is your home or business in?
Newtown west zone
If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Unlikely
If you live in the area, how many vehicles are owned by people in your home?
One
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Don't know

Do you support the scheme’s proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Support
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Neutral
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Neutral
A maximum of two resident permits per household:	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones:	Support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Support
Allowing all households in the area to get a number of free day passes for visitors:	Support
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Support
If you have any comments to make about the restrictions, please share them here.	
<p>23 Kenwyn Terrace: There was originally a provision that properties with off street parking would not be eligible for parking permits which we thought was an excellent idea. There is no mention of it in your recent letter dated 30 January 2024. As an example our neighbour’s property has three garages and two household units. That would mean that they could apply for four parking permits contributing to a total of 7 car parks for one property, not to mention the loss of at least two on street carparks in front of their garages. This could potentially lead to a very uneven distribution of the limited car parking spaces on our street (where there are quite a few garages/off street car parks). We would ask that you reintroduce the original restrictions on properties with off street carparks. You have also changed the potential allocation from one to two carparks per household unit. If you are trying to encourage the use of alternative means of transport into these inner city suburbs we would have thought one car park per household unit is sufficient. However if after allocation of one car park per household there are still some surplus available anyone who requires two carparks should be required to pay double the annual fee (2 x \$190 = \$380) for their extra carpark.</p>	

Feedback



118525186054

NAME: Kate Flanagan	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
Yes - I support the proposed timing for Newtown east

Do you have any comments to make about the overall proposed parking scheme?
 I think I've made my view very clear, but again I strongly oppose it. It makes me mad just thinking about it. I'm really hoping this one time you will actually put your residents first and scrap the whole idea. But knowing the history of Wellington council and its relationship with its residents I highly doubt it.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown east zone

If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely

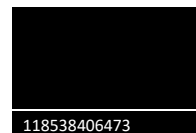
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very unlikely

If you live in the area, how many vehicles are owned by people in your home?
Four

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme’s proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Neutral
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Neutral
A maximum of two resident permits per household:	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors:	Strongly support
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	
<p>While there has been some improvements to the original proposal, I still think it is a ridiculous idea. The amount of houses in my area with more than 2-3 cars is high, you are effectively kicking renters out of the area. I live in a flat with 4 students and 2 full time works, between us we have 4 cars. As students my car stays at home most of the time but in no way am I able to pay \$195 just for the right to park my car by my house. As a part of my degree I work at the hospital, so on those days I’ll need to pay for the privilege? It’s obscene and frankly disgusting. This is just another money making scheme from the council, you are making it incredibly hard to live in this city. I have already had over a dozen of my closest friends have to leave Wellington because it is just unliveable- this again supporting this fact. The scheme we have currently works. There are always parks available, residents have their parks and the rest of us have ours. Why change what already works! In your proposal, you’ve stated the parking in the area is an issue and has been brought to your attention- by who? All of the neighbours I have talked to have showed nothing but opposition to this proposal, we are all angry. The only proposal I would ever support is decreasing these “180parks” by atleast 65% But again- I don’t see the point. We don’t have many visitors to our area, if we do they leave within the hour and it has no negative affect on residents. If any of the people who have proposed this idea actually visit the area you are wanting to ruin you would see over weekends the parks are nearly all empty- meaning we are not a high visited area. So the need for 180 parks is simply not there, just further proving my point this is another money grabbing scheme from the council to line their pockets at the cost of its residents. Why can you not for a second think about the residents and put them first. It’s sincerely disheartening and honestly making me extremely excited for when it’s my turn to leave Wellington.</p>	

Feedback



118538406473

NAME: Dylan Packman	SUBURB: Brooklyn	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

Strongly support

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

Yes - I support the proposed timing for Newtown east

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

I support the parking scheme. It will help control parking in Newtown and Berhampore, limit commuter parking, and incentivise bus use and active modes. This has been needed for a while, and is important to implement before further densification in the area - better late than never. I strongly support there being a limit on the number of resident car parking permits - space is at a premium and storing large private items on public land is terribly inefficient. I encourage the council to reprioritise parking space for cycle hangers for cargo bikes etc to help remove barriers to transport options that are more space efficient. This parking scheme provides the tools to help the streets be valued, with space prioritised to better uses and the people who need it most.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?

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

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?

I visit Berhampore and Newtown for other activities (eg shop, recreation, Zoo etc)

What area of Newtown or Berhampore is your home or business in?

If the scheme is introduced, how likely is it that you would apply for a resident permit?

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

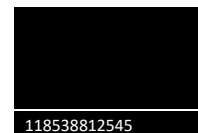
If you live in the area, how many vehicles are owned by people in your home?

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much easier

Do you support the scheme’s proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly support
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly support
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly support
A maximum of two resident permits per household:	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly support
Allowing all households in the area to get a number of free day passes for visitors:	Neutral
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly support
If you have any comments to make about the restrictions, please share them here.	

Berhampore and Newtown parking scheme proposal 2024

Feedback



118538812545

NAME: Shelly	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

No - I think the changes for Newtown east should be made later

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

Wellingtonians have two essential council facilities adjacent to our street which contribute to the diversity of Roy st. As a resident we've happily juggled parks with visitors to these facilities. However the zoo is a costly day trip, yet now under the proposed parking, it's only possible for a family to do a 3 hour trip. Then if your child is competing in school or regional athletics, sorry you can't see each event they're in, just 3 hours worth. And what about teachers, coaches, or organisers and coordinators who have to stay all day. In 2010 there was an active resource consent for a 120-240 parking facility at 200 Daniel street (Newtown park). That council was future proofing needs yet future councils failed to act. Now we are faced with the current dilemma. Can we not look at parking facilities for council facilities which would free up residential parking. In addition the wcc added to the current state of affairs by giving resource consent for a number of multi level residential flats with no parking facilities. Now Newtown home owners are paying the price with a proposed, yet poorly camouflaged rates increase of 6-7% through a resident parking permit that's not actually residential parking. It's quite laughable.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?

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

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?

I love on Roy st

What area of Newtown or Berhampore is your home or business in?

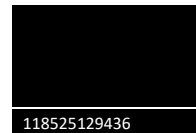
If the scheme is introduced, how likely is it that you would apply for a resident permit?

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

If you live in the area, how many vehicles are owned by people in your home?
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme’s proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
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Putting a limit on the total number of resident permits that can be issued for parking zones:	Neutral
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Neutral
Allowing all households in the area to get a number of free day passes for visitors:	Strongly oppose
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	
<p>You have two essential council facilities adjacent to our street which contribute to the diversity of Roy st. The zoo is a costly day trip, yet now under the new proposed conditions it’s only possible for a family to do a 3 hour trip. Then if your child is competing in regional athletics, sorry you can’t see each event they’re in, just 3 hours worth. And what about teachers, coaches, or organisers and coordinators who have to stay all day. Wait what? in 2010 there was an active resource consent for a 120-240 parking facility at 200 Daniel street (Newtown park). This council was future proofing needs yet future councils failed to act. Now we are faced with the current dilemma. This is a fact that should be more widely known in the wellington community and the council.</p>	

Feedback



118525129436

NAME: Marion Leighton	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly support

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
Yes - I support the proposed timing for Newtown east

Do you have any comments to make about the overall proposed parking scheme?
 Overall, this is an innovative and excellent approach to fairer parking. Tweaks still needed especially for those who don't own a car, but hire or borrow instead. I'm sure a solution can be found.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I use car share, rent or borrow a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown east zone

If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very unlikely

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very likely

If you live in the area, how many vehicles are owned by people in your home?
None - I rent, borrow or use car share

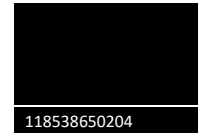
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme’s proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly support
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly support
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Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly support
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Allowing all households in the area to get a number of free day passes for visitors:	Strongly support
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly support
If you have any comments to make about the restrictions, please share them here.	
<p>The proposals are all good - except for one circumstance - those who rent or borrow cars. You still have not sorted this out and unless you do - I think I will be forced to buy a car just so i can have a residents permit in order to park when I need to - this seems a ridiculous solution when we are trying to limit car use. We made a decision to be overall car free - but sometimes a car or van is exactly the right tool for the job and thus we need the ability to use one at those times....while not storing a car, unused, on the road the rest of the time. I believe we need a car parked near our house for about 12 weeks of the year. Mostly I don't use a car but I do charity catering gigs (such as the Otaki Summer camp) and at that time I need to borrow or hire a large vehicle for 3 weeks to move all the gear. I can't use mevo as they are too small and too expensive for this sort of activity. Other times I need a small car for a week or two so borrow a different one. My husband shares a car with someone in Berhampore and about once a fortnight parks it on our street for a couple of days if using it more often. We are at ██████ Coromandel Street - up a zig zag path so are entirely reliant on on-street parking in a competitive area. So.....being able to park between 5pm and 11am won't work for us - there are too many days when I'll need to park between 11 and 5. Using the unrestricted 'free for all' parks is unlikely to work because I can guarantee these will be filled by the many houses near me who have more than 2 cars or who don't want to pay for a permit - it's already tight parking and kainga ora are currently building an extra 40 dwellings on the street. Using our 50 visitors park vouchers won't work as we are likely to need more than 50 days - and we also have visitors who will need these as well sometimes. Buying extra visitors passes still only gives me 70 in total for the cost of a residents permit. Car share schemes supported by the council have privileged parking under this scheme which is great, but people like me who need different types of vehicles and need to hire or borrow cars miss out. Overall hire cars are better than car share because when not in use, they are stored off road and borrowed cars similar - stored elsewhere rather than taking up a coveted city parking space. Because you want to use permit by number plate - this privileges those who own their own car and have the same car throughout the year. At the moment, the best option for me is to buy a large vehicle (one big enough for the occasional volunteer gig) and then apply for a residents permit so I know I'll be able to park it when needed. This seems counterintuitive to your overall goals as well as our poor climate! Therefore, please come up with something better. One of the end goals here is to have fewer cars in Wellington, so really showing support for those of us who have part time car ownership is crucial. Don't put it in the "too hard basket" and bury your head in</p>	

the sand, which seems to have been the response to my last submission. ie: a permit for car free households that allows us parking for up to 180 days per year and we can change the number plate we use whenever needed. (you can check this against car registrations). The ability to somehow prove we have no permanent car and access more "visitors" permits, up to a limit of 100 or 150 per year. We also need a really flexible system where I can apply for a day pass at v short notice as I usually don't know the number plate of my vehicle until I get it home.

Berhampore and Newtown parking scheme proposal 2024

Feedback



118538650204

NAME: Justin Swift	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

No - I think the changes for Newtown east should be made sooner

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

This proposed parking scheme makes zero sense and fails to achieve the stated strategic aims of the business case and is misaligned with WCC's own parking policy which states that for inner-city suburbs, residents parking is higher priority than short-term parking and that any decisions on parking schemes will be evidence-based. The scheme is constantly being described by WCC as prioritising residents but it doesn't. There are ZERO residents only parking spaces. The scheme actually prioritises short-term parkers who can now park anywhere for free. It is no surprise that the scheme favours short-term parkers over residents as the WCC proposal process was completely flawed and a predetermined outcome. WCC asked their consultants to draw up options to be considered, but with the stipulation that all options they needed to improve short-term parking accessibility. Note that they were not asked to ensure that they prioritised residents parking, but short-term parking. This proposed option was rated as the 11th best of 14 options and was expected to increase carbon emissions. Then out of the 14 options proposed, WCC first ruled out 11 as not being suitable (but without providing any evidence as to why they were not suitable). WCC then unilaterally ruled out 2 others as WCC did not want to extend the coupon parking scheme (this appears to have been due to concerns about the length of time that the process to achieve this would take). So there is ZERO evidence to support this proposed scheme as all other options (most of which scored higher in WCC's own assessment of options), were just discounted without evidence by WCC. A scheme for Berhampore, that would actually prioritise residents, needs to have parking spaces available to residents that short-term parkers cannot access, and be extended to the weekends to prioritise residents parking needs over short-term parkers accessing Wakefield Park, Berhampore shops and other attractions.. This scheme is very poorly considered and that is no surprise when considering the quality of the process and WCC's exclusion of alternatives without evidence. Please include some Residents Only parking spaces. Additionally, the zone with the greatest need and case for change is Newtown East, so do that first.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?

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

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?

I live in the area

What area of Newtown or Berhampore is your home or business in?

Berhampore zone

If the scheme is introduced, how likely is it that you would apply for a resident permit?

Likely

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

Very likely

If you live in the area, how many vehicles are owned by people in your home?

One

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?

Much harder

Do you support the scheme's proposed parking restrictions?

Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
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The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
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The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly oppose
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A maximum of two resident permits per household:	Oppose
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Putting a limit on the total number of resident permits that can be issued for parking zones:	Support
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The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Support
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Allowing all households in the area to get a number of free day passes for visitors:	Support
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The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Oppose
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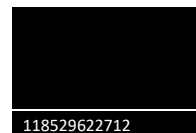
If you have any comments to make about the restrictions, please share them here.

This proposed parking scheme makes zero sense. I live in south Berhampore and the competition for parking spaces is being massively intensified by WCC's decision to remove large numbers of unrestricted parking spaces on Adelaide Road for the cycleway. The existing and future competition for parking spaces in the south Adelaide Road are largely comes from short-term parkers using Wakefield Park and Martin Luckie Park. This is worst on Saturdays during football season but also some evenings when touch rugby or other activity is taking place at the parks. There is virtually no competition for parking places from commuters. The scheme is constantly being described by WCC as prioritising residents but it doesn't. There are ZERO residents only parking spaces. The scheme actually prioritises short-term parkers who can now park anywhere for free. Additionally, there will be zero way for any resident to know if a car parking beyond 180

minutes as a permit or not, so it will be impossible to make complaints to Parking Services about overstayers. It is no surprise that the scheme favours short-term parkers over residents as WCC deliberately ignored the evidence of their own analysis that recommended a mix of residents only parks and coupon parks (and maybe some unrestricted parks too). In fact, WCC asked for options to be drawn up with the stipulation that they promote short-term parking accessibility. And then out of 14 options proposed, WCC first ruled out 11 as not being suitable (but without providing any evidence as to why they were not suitable). And then unilaterally ruled out 2 others as WCC did not want to extend the coupon parking scheme (this appears to have been due to concerns about the length of the process to achieve this). This left one option, which is the one proposed which was rated as the 11th best of 14 options and was expected to increase carbon emissions. So there is ZERO evidence to support this proposed scheme as all other options (most of which scored higher in WCC's own assessment of options), were just discounted without evidence by WCC. A scheme for south Berhampore, that would actually prioritise residents, needs to have parking spaces available to residents that short-term parkers cannot access, and be extended to the weekends. This scheme is very poorly considered and that is no surprise when considering the quality of the process and WCC's exclusion of alternatives without evidence. Please include some Residents Only parking spaces.

Berhampore and Newtown parking scheme proposal 2024

Feedback



118529622712

NAME: Jenny Cochrane	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

No - I think the changes for Newtown east should be made sooner

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

If the council had responded to the repeated cries for help re parking pressure on Rintoul St pressure would have been placed on the hospital years ago to implement solutions for their staff. Now everything is being changed at once due to cycle ways reducing parks available, It is highly unlikely that this scheme will be successful as the vital things such as reliable, timely, public transport options for all and appropriate solutions for staff at hospitals are not already in place. Additionally the cycle way is serving few in the streets where car parks are being lost so even if they bring the desired result to reduce car ownership it will have little impact on the demand on streets losing parks. I gave up my car years ago and was a bus commuter for work when I did have a car, using the car for children for school and sport and visiting family in the Hutt. After years with no car I feel like these parking changes are pushing me back towards owning my own car as I can see my isolation skyrocketing with family visits diminishing as they already struggle to park and that will now be even worse, and likely impossible. Visitor passes will not solve the demand exceeding the number of parks.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?

Yes - I use car share, rent or borrow a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

On the street (unrestricted)In a mobility park

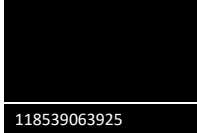
What is your main relationship to the Berhampore and Newtown parking scheme area?

I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown west zone
If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very likely
If you live in the area, how many vehicles are owned by people in your home?
None - I rent, borrow or use car share
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Support
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Oppose
A maximum of two resident permits per household:	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones:	Oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly support
Allowing all households in the area to get a number of free day passes for visitors:	Strongly support
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Oppose
If you have any comments to make about the restrictions, please share them here.	
<p>I live on Rintoul St. A significant number of car parks close to me will be lost due to cycle way. I have been relying on the mobility park added on Rintoul near the Community Centre, I can now only see one mobility park outside medical centre which is needed for patients to come and go. I request the second mobility park be retained. I am concerned that by having lots of P180 options there will not be enough parks available for residents even with a permit. I believe there needs to be some resident permit only parks particularly on streets where a considerable number of parks have been lost. I am concerned that by removing the p180 restrictions after 8pm and on weekends will result in the continuation of hospital staff using the parks overnight and on weekends, the shift to a regional hospital significantly increased the pressure on parking so arrangements need to be structured to end hospital staff use of these under pressure residential streets. Residents need to be prioritised</p>	

**Berhampore and Newtown parking scheme proposal 2024
Feedback**



NAME: Jenn Hadley	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

No - I think the changes for Newtown east should be made later

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

Following the initial consultation on the proposed parking scheme in September, it's evident that 51% of the respondents strongly oppose or oppose the scheme, while only 42% express strong support or support. Delving deeper into the data reveals that among resident respondents who own cars, a higher percentage express strong opposition or opposition. These residents, who will be directly affected, constitute a significant portion of the opposing sentiment. Moreover, the majority of residents living in the area also express strong opposition or opposition to the proposed scheme. Given this overwhelming opposition, it raises pertinent questions about the rationale for continuing with the proposed scheme. As elected representatives, shouldn't you prioritise listening to the concerns of the majority of residents who will be directly impacted by this initiative and work democratically on such a significant change to a residential area? Furthermore, it's crucial to recognise that the proposed parking scheme fails to address the fundamental parking issue prevalent in Newtown and Berhampore – the parking strain caused by employees from the community's largest employers. Notably, the demand peaks during weekdays, primarily attributable to hospital and support staff seeking convenient and safe parking options – no one blames the staff for finding free parking – but the Hospital and Te Whatu Ora need to step up and be a good neighbour and supply free and safe parking options to their employees – or incentives for them to use safe non-car-based transport alternatives. This prompts the question: what responsibilities do these major employers bear in alleviating parking strain? Shouldn't they play a more proactive role, such as constructing multi-level carparks on their premises or providing free and secure parking facilities for their staff (which wasn't done when the Children's hospital was constructed – yet converting or adding a private dwelling in the area requires an off street car park to be provided)? The absence of their involvement in this proposal suggests an unfair burden being placed on residents for a problem not of their making. Additionally, the proposed scheme seems to be shifting the parking issue onto other suburbs rather than addressing it comprehensively. There are viable solutions, such as utilising unused land near Countdown (which has been bare for years) or negotiating with the hospital to rent its lower-level carpark for employee parking, that could effectively alleviate the parking strain in the area. Regarding the allocation of 180 areas, there appears to be a lack of transparency regarding the criteria used for determination. Residents, particularly those on residential (non-commercial) roads, should have been included in these decisions to ensure fairness and community input. Lastly, the question regarding residents' likelihood to apply for permits seems flawed and potentially biased. Given the prevailing opposition to the scheme, many residents may feel

compelled to apply for permits out of necessity rather than genuine support. Relying on such data could skew the findings and undermine the legitimacy of the proposed permits. In conclusion, it's imperative to reconsider the proposed parking scheme in light of the significant opposition from residents and the failure to address the root causes of parking strain in the area. Collaborative efforts involving major employers and community stakeholders are essential to formulate a more equitable and effective solution to the parking challenges faced by Newtown and Berhampore residents.

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

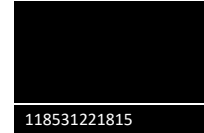
What area of Newtown or Berhampore is your home or business in?
Newtown east zone
If the scheme is introduced, how likely is it that you would apply for a resident permit?
Undecided
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Undecided
If you live in the area, how many vehicles are owned by people in your home?
One
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly oppose
A maximum of two resident permits per household:	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly oppose

Allowing all households in the area to get a number of free day passes for visitors:	Strongly oppose
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	
<p>Following the initial consultation on the proposed parking scheme in September, it's evident that 51% of the respondents strongly oppose or oppose the scheme, while only 42% express strong support or support. Delving deeper into the data reveals that among resident respondents who own cars, a higher percentage express strong opposition or opposition. These residents, who will be directly affected, constitute a significant portion of the opposing sentiment. Moreover, the majority of residents living in the area also express strong opposition or opposition to the proposed scheme. Given this overwhelming opposition, it raises pertinent questions about the rationale for continuing with the proposed scheme. As elected representatives, shouldn't you prioritise listening to the concerns of the majority of residents who will be directly impacted by this initiative and work democratically on such a significant change to a residential area? Furthermore, it's crucial to recognise that the proposed parking scheme fails to address the fundamental parking issue prevalent in Newtown and Berhampore – the parking strain caused by employees from the community's largest employers. Notably, the demand peaks during weekdays, primarily attributable to hospital and support staff seeking convenient and safe parking options – no one blames the staff for finding free parking – but the Hospital and Te Whatu Ora need to step up and be a good neighbour and supply free and safe parking options to their employees – or incentives for them to use safe non-car-based transport alternatives. This prompts the question: what responsibilities do these major employers bear in alleviating parking strain? Shouldn't they play a more proactive role, such as constructing multi-level carparks on their premises or providing free and secure parking facilities for their staff (which wasn't done when the Children's hospital was constructed – yet converting or adding a private dwelling in the area requires an off street car park to be provided?)? The absence of their involvement in this proposal suggests an unfair burden being placed on residents for a problem not of their making. Additionally, the proposed scheme seems to be shifting the parking issue onto other suburbs rather than addressing it comprehensively. There are viable solutions, such as utilising unused land near Countdown (which has been bare for years) or negotiating with the hospital to rent its lower-level carpark for employee parking, that could effectively alleviate the parking strain in the area. Regarding the allocation of 180 areas, there appears to be a lack of transparency regarding the criteria used for determination. Residents, particularly those on residential (non-commercial) roads, should have been included in these decisions to ensure fairness and community input. Lastly, the question regarding residents' likelihood to apply for permits seems flawed and potentially biased. Given the prevailing opposition to the scheme, many residents may feel compelled to apply for permits out of necessity rather than genuine support. Relying on such data could skew the findings and undermine the legitimacy of the proposed permits. In conclusion, it's imperative to reconsider the proposed parking scheme in light of the significant opposition from residents and the failure to address the root causes of parking strain in the area. Collaborative efforts involving major employers and community stakeholders are essential to formulate a more equitable and effective solution to the parking challenges faced by Newtown and Berhampore residents.</p>	

Berhampore and Newtown parking scheme proposal 2024

Feedback



NAME: Simmi	SUBURB: Karori	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
Don't know

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

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
staff car park

What is your main relationship to the Berhampore and Newtown parking scheme area?
hospital staff

What area of Newtown or Berhampore is your home or business in?

If the scheme is introduced, how likely is it that you would apply for a resident permit?

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

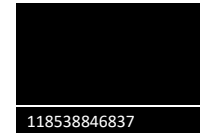
If you live in the area, how many vehicles are owned by people in your home?

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Don't know

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly oppose
A maximum of two resident permits per household:	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones:	Don't know
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors:	Strongly oppose
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	

Berhampore and Newtown parking scheme proposal 2024

Feedback



118538846837

NAME: Andrew Gower	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
Don't know

Do you have any comments to make about the overall proposed parking scheme?
 You haven't addressed the problem. If the hospital provided parking cheaper for staff AND visitors this is the type of action the residents would like, Adding a fee and time limits that will not guarantee residents a park, limit visitors and not even be able to guarantee a resident a permit is about as far from a solution i think is possible. This proposal will not work. The space outside a property should belong to the house. it costs nothing to administer or enforce. some paint for the house number painted on the road. self policing as ill call you to ticket and tow a car parked there! If there is increased demand you need to provide more of something, why is your approach reduce? that does not make sense. People still need a car, i need to park 3 vehicles in Newtown and then bike into work. now you tell me i might not get any car park space at all? where do i park when using my bike? how do i get kids to school and friends and sport and holiday? I need visitors my partner (my Neighbour is in the same situation) needs to visit anytime and park a car for various lengths of time. This scheme will mean i don't see my partner . to Think that the council would create this situation is extremely cruel and hard to understand. If introduced i will have to move out of the area and again for a council to create a situation that will not address or fix the issue it thinks its solving is so incredibly stressful, hurtful and beyond human decency. The WCC is so incapable of making any right decisons that i know all feedback will be ignored. a 15.4% increase to rates and \$81 levy and \$195 parking permit is 20.34% rates increase and that's just one permit. i cant pay for this. Rates move from \$5500 to \$6720 i cant afford this and ALL the other bills that have increased by Thousands! STOP IT! Stop this and other wasteful spending address the issues the problems, you haven't identified the problem just applied an unthought through unworkable and unhelpful solution Based on incorrect assumptions.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I live in the area

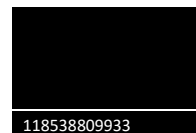
What area of Newtown or Berhampore is your home or business in?
Newtown west zone
If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very unlikely
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very unlikely
If you live in the area, how many vehicles are owned by people in your home?
Three
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly oppose
A maximum of two resident permits per household:	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors:	Strongly oppose
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	
<p>The restrictions do not address the underlying cause of the parking problem, The demand for parking as the council states as the main issue is not addressed. Hospital employes and visitors will still use the free parking, during restrictions and free after 8pm and in weekends. The hospital is 24/7 residents that have paid will still not get parks. Add to this the large numbers of rental properties and multiple vehicles and nothing changes. You haven't understood the use, demand or cause of the problem. This solution will make it worse for residents. These ideas are not thought through in reality other than you see another way to try and get \$ from rate payers. This scheme will make parking worse for all! I don't understand the voucher system, why is the council limiting the amount of human contact and requiring residents to ask permission to have a visitor needing to activate a pass the day prior. This is not real life and limiting human contact is a human rights violation. If someone has off street parking why only 25 vouchers? half as much as the 50 if you have no off street? someone without off street is clearly adding to the parking issue but can make it worse with twice as many visitors? So totally baffling. How is this remotely a solution? limiting visitors? i can tell you now this will cause the end to my relationship. My partner needs to drive to me, she parks her car and stays, we spend time, differs each time. Now i have to</p>	

ask permission of the council for her visits and she can only visit a very small number of times. Are you for real? you don't understand real life! or peoples lives! Please don't destroy my relationship! Newtown is NOT inner city, it is a residential suburb and needs to be treated as one. and for those that live here now, Future demand as you put it needs to address requirements later, such as apartments and town houses, ie Make it a requirement they have their own parking, make sure the hospital also provides parking and its own forecast demand for staff and visitors that is AFFORDABLE! The hospital car parks are empty while the residential streets full! Stop making assumptions that are false re use of public transport and bikes. your numbers are not correct. How did you come up with the amount of current demand to get the obviously incorrect figure that of the 85% of parks that are 180m 70% will be for residents. This means that you are allowing 59.5% of parks for residents in a residential suburb. I dont know how many parks there are but in the 3 houses closest to me (including me) there are a total of 12 cars. 12 residents. 2 permits a house will not work. we need no permits, no restrictions and 100% of the parking spaces in the areas we pay rates and rents available to residents free! your ideas simply have not addressed the cause of the problem. a stupid over top will break it more. Fix the problem first!!! ake the Hospital staff and visitors.Its not addressing the demand and making life impossible to live in wellington for the rate payers.

Berhampore and Newtown parking scheme proposal 2024

Feedback



118538809933

NAME: Amanda	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

Don't know

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

Strongly opposed for most of Berhampore. The scheme itself seems like it doesn't support residents at all. Given the number of old/characters houses - of course they don't have off-street parking. The squeeze on cars and household costs is becoming ridiculous. Ideological with no pragmatism- a pattern of our council. No consideration of the terrible public transport which is the environment in which all of these changes are being introduced. Introducing 'better transport options' yet the most crucial that would serve more people and broader demographic is still rubbish. Making such changes that disadvantage the majority to support a noisy, select minority. Another money grab by the council. And if reducing permits to Mon- Friday rather than to Sunday why has the cost not reduced?! Do not support at all, particularly for Berhampore. However, despite the majority of submitters not supporting it, the council will no doubt plough ahead and ignore its residents.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?

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

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?

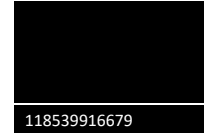
I live in the area

What area of Newtown or Berhampore is your home or business in?
Berhampore zone
If the scheme is introduced, how likely is it that you would apply for a resident permit?
Undecided
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Undecided
If you live in the area, how many vehicles are owned by people in your home?
Two
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme’s proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Neutral
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Support
A maximum of two resident permits per household:	Oppose
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Support
Allowing all households in the area to get a number of free day passes for visitors:	Neutral
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	
<p>There is no current need for Chilka, Jeypore, Burwah, Duppa, Akatea, or Dawson Streets to have any permits or restrictions. These street are NOT under parking pressures even when parks are removed on Adelaide to accommodate cycle lanes (which i also strongly do not support). There are so many available spaces on these streets plenty to accommodate Adelaide road cars plus visitors. I have counted the available spaces on these streets a number of times and are often nearly triple the number of cars parked on Adelaide. I have attached a photo of 1 of these streets which regularly has some 30 parks available. This lack of pressure has also been evident during the several road works that have been undertaken recently on the impacted part of Adelaide (which will have parks removed for cycle lanes) and cars have not been able to park on that road during this time. Still plenty of parks with these cars displaced to the side streets. I see NO evidence of a need for permits on these streets. If it is needed in 5 -10 years time then do it then, don't charge residents now for something that is clearly not needed! Another money grab by a council that refuses to listen to its residents. No doubt the majority who oppose this scheme will be ignored.</p>	



**Berhampore and Newtown parking scheme proposal 2024
Feedback**



NAME: Lynette Neal	SUBURB: Lyll Bay	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

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

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?

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

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?

I own a property in Newtown

What area of Newtown or Berhampore is your home or business in?

If the scheme is introduced, how likely is it that you would apply for a resident permit?

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

If you live in the area, how many vehicles are owned by people in your home?

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?

No change

Do you support the scheme’s proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	
A maximum of two resident permits per household:	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	
Allowing all households in the area to get a number of free day passes for visitors:	
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	
If you have any comments to make about the restrictions, please share them here.	

Berhampore and Newtown parking scheme proposal 2024

Feedback



118527040698

NAME: Jackie Streeting	SUBURB: Mount Cook	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
No - I think the changes for Newtown east should be made later

Do you have any comments to make about the overall proposed parking scheme?
as said earlier.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
No - I don't own or use a vehicle in this area.

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

What is your main relationship to the Berhampore and Newtown parking scheme area?
I work in Berhampore or Newtown

What area of Newtown or Berhampore is your home or business in?

If the scheme is introduced, how likely is it that you would apply for a resident permit?

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

If you live in the area, how many vehicles are owned by people in your home?

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Support
A maximum of two resident permits per household:	Strongly support
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Neutral
Allowing all households in the area to get a number of free day passes for visitors:	Neutral
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	
<p>I have worked at Wellington hospital for 32 years and have been lucky enough to live in the area during this time so have only had to battle with parking when i have had relatives in hospital and needing to provide care for them. As we know the hospital doesn't currently have even enough parking for visitors. I work in Neonatal intensive care unit and constantly have family members of the sick babies who struggle to find parking. With the shortage of nurses we rely heavily on families being present as much as they can to care for their infants. The stress of having a sick baby in intensive care for months at a time is huge...let alone having to find parking. The same could be said for the nurses caring for patients in such a complex area. We have had a huge exodus of nurses (50 from NICU) leaving for Australia due to the better pay and conditions of work and I have had at least another 10 who have voiced to me they will leave if there is no parking. However we have @ 1/3 if not more of our nurses (= 70 nurses alone) who live out in the hutt, upper hutt, wainuiomata, Porirua and the furthest is Otaki. Many of these nurses work 12.5 hr shifts and are on their feet all day. There is no public transport that would get them here in time for 0700hr start let alone getting home safely to get enough sleep for the next shift. For staff who finish at 11pm it safety is vital and the option of public transport to upperhutt or otaki is non existant. Having lived in Newtown i have experienced the sketchy nature of people on the streets and staff should feel safe getting to their cars. By having parking further out does not allow for this as well as thinking how tiring it would be for nurses at the end of the shift even before their long drive home. Not to mention the Wellington weather in winter. We have many immigrant nurses who we offered jobs to however they were unable to get accommodation in the area and therefore took up jobs in small towns like palmerston north. Accommodation is expensive and in short supply in the neighbourhood. I was just talking with a nurse from Nelson today, they have plenty of parking and it is free! Wellington is a regional hospital and you don't need a rocket scientist to realise you actually need staff there to run it and also people out of the region to get access. For decades we have been asking for a parking building and there is certainly land available. How many more decades do we have to keep asking?? Staff are willing to pay for parking but not at \$20/day - many staff have children and already paying huge \$\$for their care as well as petrol to Otaki/Wainui. Health care professionals that work shift work are generally doing @10,000 steps in their shift alone and your feet are knackered by the end of it. I am a keen</p>	

walker and cyclist and as much as i've enjoyed the cycle lane...cycling in wellington is not for the faint hearted due to the hills and the weather and how much of the population get to use these...@7%. We need to think about those who have the slightest disability or elderly or require emotional support and physical protection (those with auto immune) in that public transport or biking isn't an option to get to not only to a Tertiary Hospital but also the botanical gardens/waterfront and city centre. We need to think the importance of these people to have access and not be isolated or penalised for not being physically or mentally unwell. What i found ironical when there was a recent meeting at the hospital with the counsellors was they all came by car....this is in the middle of the day. Surely the focus on getting the cars out of the city can be optimised for those who work in the city on regular hours. Regarding more people living in the newtown area...they are close to all amenities and transport so the focus could be on them having parking permits by prioritisation if required.

Berhampore and Newtown parking scheme proposal 2024

Feedback



NAME: Shelly Robinson	SUBURB:	ON BEHALF OF: Roy Street Residents	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

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

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

What is your main relationship to the Berhampore and Newtown parking scheme area?

What area of Newtown or Berhampore is your home or business in?

If the scheme is introduced, how likely is it that you would apply for a resident permit?

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

If you live in the area, how many vehicles are owned by people in your home?

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	
A maximum of two resident permits per household:	
Putting a limit on the total number of resident permits that can be issued for parking zones:	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	
Allowing all households in the area to get a number of free day passes for visitors:	
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	
If you have any comments to make about the restrictions, please share them here.	

19th February 2024

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Parking Scheme Submission from a group of Roy Street Residents

To: City Design, Tahiwī
Berhampore Newtown Parking Scheme
P O Box 2199
Wellington 6140
newtownberhampore@wcc.govt.nz

From: A group of Roy Street residents
[REDACTED]
Newtown
Wellington 6022
roystreetresidents@gmail.com

This submission to the 'Berhampore and Newtown parking scheme' (hereafter called the 'Parking Scheme') has been prepared by a group of residents who reside in Roy Street, Newtown. Their names are included at the conclusion of the document.

EXECUTIVE SUMMARY

The group of Roy Street residents, named in this document, oppose the proposed Parking Scheme. The Scheme is unfair as it places the burden on particular streets rather than being equally distributed across the "study area"; the so-called "resident parking permit" fee is excessive for the product being offered; the Scheme doesn't properly address residents parking concerns, in fact, it exacerbates those concerns: and, it will most likely create divisions within street communities and between citizens and WCC. In more detail

1. The so-called "residents parking permit places" only operate between 8am and 8pm Monday to Friday. Thereafter, it is first come first served. This fact is not clearly and unambiguously laid out in any of the documentation for the proposed Parking Scheme.
2. The so-called "residents parking permit places" have to be shared with 180 minute unrestricted parking. Hereafter, in this submission, this sharing will be called the 'hybrid'¹ parking scheme.
3. Only 85% of the parking places in the hybrid scheme will be made available for resident parking permits. This means that 15% of residents in a street where the current parking occupancy rate is 100% will miss out on a parking permit (assuming they all apply for a parking permit). In the proposed parking scheme both sides of Roy Street – which is currently non-restricted parking - will become hybrid parking.

The proposed Parking Scheme has the potential to create grave divisions within a street community as some will be fortunate to obtain a Parking Permit, while others will not.

4. Residents are not assured of obtaining "resident parking permits" for the hybrid scheme from year to year.
5. The proposed cost of the "resident parking permit" in this hybrid scheme is \$195. The proposal says "*this is consistent with resident parking permits elsewhere in the city.*" This is not consistent as the two services are very different.

¹ It is grossly misleading to continue to use the term "resident parking" in this proposed Parking Scheme. It is a scheme that permits 180 minute parking places between 8am and 8pm where there are "authorised" persons who may park there longer. However, those "authorised" persons have to pay a permit fee for that service. Residents who pay a fee are included as an "authorised" persons. Hence, our preference to use the term a "hybrid" Parking Scheme.

Parking Scheme Submission from a group of Roy Street Residents

An existing resident parking permit is for a parking place that may be used (in some cases) 24 hours per day, seven days a week, and costs \$195. While the resident parking permit for the hybrid scheme is only available between 8am and 8pm Monday to Friday and the proposal is this also costs \$195.

The “marketing” of a resident parking permit for the proposed Parking Scheme is both misleading and unfair.

We propose that the “resident parking permit” for the new hybrid scheme is \$50. The \$195 fee is discounted by 50% as it is only available for 12 hours per day and discounted again by another 50% as it is not available over weekends. We also propose that this fee of \$50 is discounted by another 50% to \$25 for those holding community service cards.

We are mindful that income to WCC for parking fees and parking infringement fees is the second biggest money-earner for WCC (after rates). We see the proposed Parking Scheme as an additional “tax” on Wellington residents that doesn’t provide any advantages to Roy Street residents.

We also note that other cities (Auckland, Christchurch) have much lower residents parking permit fees.

These fees could be reviewed if/after the proposed Parking Scheme is rolled out across the whole city.

6. The burden of the proposed hybrid scheme is borne by select streets in Berhampore and Newtown. For the Parking Scheme to be fair, the burden should be shared equally across all existing non-restricted parking places.
7. We understand that residence permits will not be displayed on the front window of cars. Rather the administration and enforcement of the Proposed Parking Scheme will rely on registration numbers of cars. This makes the Proposed Parking Scheme effectively anonymous from a residents’ perspective as residents will not know if a vehicle parked on their street has a permit. The enforcement of the system is then totally reliant on Enforcement Officers. We consider this is one of many weaknesses in the proposed Parking Scheme.
8. Roy Street and neighbouring streets are impacted by two institutional neighbours – Wellington Zoo and Newtown Park Stadium and football pitches. There has been no particular attention given in the proposed Parking Scheme to streets neighbouring these two institutions and yet parking problems around these institutions have been known by WCC for decades.

Neither the consultants of the Parking Scheme nor the WCC project planners have met with residents of Roy Street and neighbouring streets to explore those problems and come up with reasonable solutions.

9. The parking occupancy rates in Roy Street are over 85% during the weekdays and 100% in the late afternoons through to the early mornings Monday to Friday and 100% throughout most weekends in the summer and approaching 100% throughout most weekends in the winter.

19th February 2024

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Parking Scheme Submission from a group of Roy Street Residents

10. For decades overflow parking for Roy Street residents – due, in part, to the presence of patrons to the Zoo and Newtown Park - was available by taking advantage of parking under the trees on the roundabout at the end of Roy Street and along the internal road in Newtown Park parallel to Roy Street. However, in recent years WCC has enforced no parking under the trees on the roundabout and time-restricted parking on that internal road. WCC is now further discriminating against residents of Roy Street by planning to introduce more restrictions to parking on Roy Street itself.

11. The administration of visitors' passes is completely unworkable for reasons that are obvious to all – for example, the need to obtain the registration number etc., etc.

We ask that WCC meet with residents of Roy Street and neighbouring streets to hear their concerns and to look at possible solutions to the particular problems they face due to their two institutional neighbours (Wellington Zoo, and Newtown Park Stadium and football fields).

We have identified herein a number of solutions to the problems that Roy Street and neighbouring streets have faced for decades.

GENERAL PRINCIPLES & CONTEXT ON ROY STREET

Newtown, as its name suggests, is one of the oldest suburbs in Wellington. **Roy Street**, in Newtown, was built in the early years of the 20th century. Most of it was built before 1910, and many houses are described on the original plans as a “working class cottage”. The street is enclosed by Council housing at either end, and the whole area has seen a rotation of refugees, recent migrants, and economically disadvantaged kiwis as part of our community over many years.

This lower income history has probably contributed to a long tradition of vibrant, diverse community, tolerant and supportive of neighbours. That tradition has been passed down over the years, despite an inevitable turnover of residents.

Perhaps, because of this history, and certainly by inclination/practice of the majority of the street we operate by certain **values and principles** that we believe should also be considered in light of the Berhampore Newtown Parking Proposal:

- Pride in the unique nature and history of Roy St
- Community contribution to quality of life
- Knowledge is strongest WITHIN the community
- Do no harm
- Democracy/fairness

The street is a DIVERSE mix of

- homeowners and tenants
- long term to brief residents (from 64 years ownership to short tenancies)
- people who work at home and commuters
- students, families, professionals, retirees
- a broad range of ethnicities

Parking Scheme Submission from a group of Roy Street Residents

PARKING IN ROY STREET

It has always been difficult to find parking in Roy Street, more so than other streets in Newtown/Berhampore. There are number of factors that make Roy Street parking unique:

- Zoo - visitors and staff
- Rex Tremendous Cafe - visitors and staff
- Newtown Park - regular sporting events on weekends and on weekdays. Participants and supporters.

The current Berhampore Newtown Parking scheme proposal doesn't address what the street sees as the core difficulties.

As per your website you state:

"The new Berhampore and Newtown parking scheme aims to:

- *make it easier for residents who aren't able to park off-street, to park in the area*
- *provide short-stay parking for tradespeople and visitors*
- *more fairly manage the demand and allocation of parking permits."*

This proposal does not facilitate any improvements to Roy Street residents obtaining parking, in fact it will make our lives worse.

When is it difficult?

Over 40 years of resident observation tells us that parking has always been challenging, and increasingly to now often impossible. This is particularly true:

- weekends
- nights (incl late and well after business hours)
- when events are on at Newtown Park
- when events are on at the Zoo (including when it is school holidays, and when schools are running their Education outside the Classroom programmes which mostly impacts December - March.)

Our two major institutional neighbours, Wellington Zoo and Newtown Park, both drive huge volumes of visitors (and therefore cars) to the area. Where is the proposal to increase off-street parking for these visitors? Given WCC already receives significant revenue from ticketing these visitors, this is only likely to increase as their parking is limited but their trip/event may exceed the time frame. All the while, blocking a resident from parking - double revenue for WCC? We understand that in 2010 there was an active resource consent for an off-street parking facility in this area. Was this a previous council trying to future proof? What happened to this initiative?

The proposed parking scheme seems a direct antithesis of the lived experience we have in the street. The proposal to have parking restrictions active only from 8 am to 8 pm, and not applied at night or on the weekends is counter-intuitive to this lived experience. Too often we come home in the evening, or after a late shift, to find tight congestion on the street, and no park available anywhere at all.

The occupancy rate of parking in Roy Street is "greater than 81%" according to the following document: Newtown Parking Management Plan prepared by Abley for WCC. However, our observation is Roy Street often has an occupancy rate of 100% especially in the early mornings, late afternoons, evenings, and at busy Zoo usage time - e.g. the weekend.

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Parking Scheme Submission from a group of Roy Street Residents

The proposed scheme provides no relief to these challenges, while also asking residents to pay to (*hopefully*) obtain a permit. According to the proposal, permits are not guaranteed and intend to only be at a limit of 85% of the total number of parks in the zone. If we were to apply this to Roy Street (where often all parks are already occupied by residents) this means it is unlikely all residents will even be eligible for a permit. We have approximately 60 households and 41 on-street parks. We consider WCC is introducing divisiveness into our street community.

Roy Street has been unfairly disadvantaged in the proposed Parking Scheme.

History of recent parking conversations and consultations

In 2017 residents had correspondence, held meetings, and made enquiries to WCC about the possibility of establishing Residents' Parking. The resolution of this activity was to defer Residents' Parking or other control systems for as long as possible, i.e. the majority did NOT want Residents' Parking as it did not solve the problem(s).

There is a sense amongst residents that consultations have not been comprehensive enough, perhaps not adequately managed, nor accurately interpreted, and didn't allow for requesting information under the Local Government Official Information and Meetings Act (LGOIMA; for which there is a 20 working day allowance for providing information).

Information provided in the circular for the second public consultation excluded a summary of the first round of public consultation held in September/October 2023. There were a majority of submissions in the first round who opposed the new Parking Scheme (depending on how the "data" was interpreted).

Accuracy of the data the proposed parking scheme holds on Roy Street

The interpretation of "data" was clearly wrong when it came to describing hybrid parking on both sides of Roy Street, as a significant number of properties with off-street parking have their entrance-way blocked by hybrid parking. This, and possibly other data for Roy Street need to be reviewed by WCC. We ask that this is done in consultation with residents of Roy Street.

Other issues

Families with young children are given no priority in the parking permit application process.

Residents in Roy Street, due to the extremely high parking occupancy rates in the street, face problems when tradespersons need to do work on their properties. This problem could be aired for discussion within the Roy Street Neighbourhood Support Group and when WCC meet with Roy Street residents to discuss their particular concerns regarding the proposed Parking Scheme.

PARKING SCHEME PROPOSALS

1. Newtown Park parking on the north side (included in boundary; the internal road parallel to Roy Street) is currently time restricted to 240 mins. The parking scheme proposes to leave these as is (77 parks). This submission proposes that these parks are made available to Roy Street residents 24 hrs a day with no time limit. This should be provided either at no cost, or as per the proposed hybrid parking scheme. We request a meeting with WCC to discuss this particular proposal.

Parking Scheme Submission from a group of Roy Street Residents

2. Under the trees at the eastern end of Roy Street by the bus turnaround area, there are approximately 15 potential parks. We propose that these parks are made available to Roy Street residents 24 hrs a day. This should be provided either at no cost, or as per the proposed hybrid parking scheme. We request a meeting with WCC to discuss this.
3. There are approximately 235 parks in the immediate vicinity of Roy Street that are not currently included in the boundary. We propose these 197 parks are considered for inclusion in some way.
 - Newtown Park: 118 (in and around the premises of the Old Basket Ball Hall at the southern end of Newtown Park)
 - Owen St (lower end immediately adjacent to the zoo): 27
 - Manchester St: 52
 - Newtown Park (outside the study area, at the Southern end of the park at the junction between the internal road and Russell Terrace): 38

We ask these parks are added to the agenda for a WCC discussion with Roy Street and neighbouring streets.

4. We ask that the project also considers other places where additional parking may be obtained - for example some of Lawrence street parking could be made angle parking, and angle parking along the entire length of the internal road parallel to Roy Street in Newtown Park (currently 240 minute time restriction) could be considered.
5. The timing of the hybrid parking scheme is currently restricted to 8am-8pm Monday - Friday. As noted above, this does not provide any relief to the Roy Street residents who are impacted outside these times. We ask that you consider the timing of any restrictions in light of the uniqueness of parking in Roy Street. We request a meeting with WCC to discuss this matter.
6. If the proposed "three-hour parking - residents with permits can park longer" is applied, we ask that it is considered as hybrid parking, and should be subject to less permit cost than 'Resident Parking' which is not shared with non-residents. We suggest a cost of 25% of the cost of the current residents parking schemes, with a further 50% reduction for residents holding community services cards – see Executive Summary.
7. The proposed system for visitor passes is not practicable and it is unrealistic to expect residents to obtain a number plate and register a visitor pass in advance. It does not cater for those residents unable to use the internet to register, nor for short-notice visitors.

When a resident needs a tradesperson to come and repair an urgent issue (perhaps sewage related, or water leaks - both topical in our current situation) there would be even less chance of finding parking, especially when considering offloading of tools and materials.

We request that these issues are placed on the agenda for a meeting between Roy Street residents and WCC.

8. There is insufficient signage for the existing, albeit insufficient, off-street Zoo/Newtown Park parking spaces. We request that you include in your plans increasing signage directing visitors to the various parking areas.

19th February 2024

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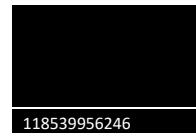
Parking Scheme Submission from a group of Roy Street Residents

The document reflects feedback from the following Roy Street residents. It does not preclude each resident making an additional submission for points outside of this.

Residents names:

1. Melissa Millington	21. Duncan Domett
2. Gregory Shaw	22. Meg Domett
3. Robin Payne	23. Nigel Collins
4. Tolis Papazoglou	24. Felicity Bunny
5. Vikki Carter	25. Jeremy Collie-Holmes
6. Aaron Barlow	26. Kathryn Crawford
7. Katie Morton	27. Paul Robinson
8. Jevon Wright	28. Katherine McLuskie
9. Margaret Ranger	29. Jeff Mein Smith
10. Jane Kitchenman	30. Oliver Millington-Marsh
11. Theresa Sims	31. Craig Forbes
12. Ian Sims	32. Dionne Steven
13. Caleb Sims	
14. Kayte Fairfax	
15. Peter Kitchenman	
16. Shelly Robinson	
17. Mary Barnao	
18. Caroline Armstrong	
19. Kate Murphy	
20. Neil Ranger	

Feedback



118539956246

NAME: Peter Kitchenman	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

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

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes – I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown east zone

If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very likely

If you live in the area, how many vehicles are owned by people in your home?
One

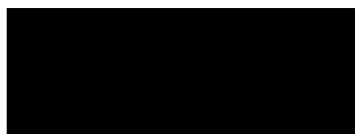
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly support
A maximum of two resident permits per household:	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly support
Allowing all households in the area to get a number of free day passes for visitors:	
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	

PARKING SCHEME SUBMISSION FROM PETER KITCHENMAN

To City Design, Tahiwi
Berhampore Newtown Parking Scheme
P O Box 2199
Wellington 6140
newtownberhampore@wcc.govt.nz

From: Peter Kitchenman



This submission is based on a submission from a group of Roy Street residents. The main drafters of that submission were myself and Robin Payne with Mel Millington acting as the project coordinator. I have made no changes to the group submission from Roy Street. I have though added material in this submission that was not included in the group submission.

I request to speak to this submission when the appropriate WCC committee meets to hear public submissions. I also ask that this submission is placed on the web in full when all public submissions from the second round are collated, documented and made available for the public to see.

EXECUTIVE SUMMARY

I oppose the proposed Parking Scheme¹. The Scheme is unfair:

- As it places the burden on particular streets rather than being equally distributed across the “study area”;
- The so-called “resident parking permit” fee is excessive for the product being offered;
- The Scheme doesn’t properly address residents parking concerns, in fact, it exacerbates those concerns;
- WCC is relying on generic data provided by a consultant and an area survey and not consulted on a street-by-street basis or consulted residents around known parking problem areas such as adjacent to Wellington Zoo and Newtown Park Stadium;
- The proposed Parking Scheme will most likely create divisions within street communities and between citizens and WCC.

In more detail:

1. The so-called “residents parking permit places” only operate between 8am and 8pm Monday to Friday. Thereafter, it is first come first served. This fact is not clearly and unambiguously laid out in any of the documentation for the proposed Parking Scheme.
2. The so-called “residents parking permit places” have to be shared with 180 minute unrestricted parking. Hereafter, in this submission, this sharing will be called the

¹ In this submission the proposed Berhampore and Newtown Parking Scheme will be called the ‘Parking Scheme.’

‘hybrid’² parking scheme.

3. Only 85% of the parking places in the hybrid scheme will be made available for resident parking permits. This means that 15% of residents in a street where the current parking occupancy rate is 100% will miss out on a parking permit (assuming they all apply for a parking permit). In the proposed parking scheme both sides of Roy Street – which is currently non-restricted parking - will become hybrid parking.

The proposed Parking Scheme has the potential to create grave divisions within a street community as some will be fortunate to obtain a Parking Permit, while others will not.

4. Residents are not assured of obtaining “resident parking permits” for the hybrid scheme from year to year.
5. The proposed cost of the “resident parking permit” in this hybrid scheme is \$195. The proposal says “*this is consistent with resident parking permits elsewhere in the city.*” This is not consistent as the two services are very different.

An existing resident parking permit is for a parking place that may be used 24 hours per day, seven days a week and costs \$195.³ While the resident parking permit for the hybrid scheme is only available between 8am and 8pm Monday to Friday and the proposal and costs \$195.

The “marketing” of a resident parking permit for the proposed Parking Scheme is both misleading and unfair.

I propose that the “resident parking permit” for the new hybrid scheme is \$50. The \$195 fee is discounted by 50% as it is only available for 12 hours per day and discounted again by another 50% as it is not available over weekends. I also propose that this fee of \$50 is discounted by another 50% to \$25 for those holding community service cards.

I am mindful that income to WCC for parking fees and parking infringement fees is the second biggest money-earner for WCC (after rates). I see the proposed Parking Scheme as an additional “tax” on Wellington residents that doesn’t provide any advantages to Roy Street residents.

I also note that other cities (Auckland, Christchurch) have much lower residents parking permit fees.

These fees could be reviewed after the proposed Parking Scheme is rolled out across the whole city.

6. The burden of the proposed hybrid scheme is borne by select streets in Berhampore and Newtown. For the Parking Scheme to be fair, the burden should be shared equally

² It is grossly misleading to continue to use the term “resident parking” in this proposed Parking Scheme. It is a scheme that permits 180 minute parking places between 8am and 8pm where there are “authorized” persons who may park there longer. However, those “authorized” persons have to pay a permit fee for that service. Residents who pay a fee are included as an “authorized” persons. Hence, our preference to use the term a “hybrid” Parking Scheme

³ I am aware that there are Resident Parking Permits for Resident Parking 24 hours per day, seven days a week and those cost \$195 and that there are Resident Parking Permits for Resident Parking where this is time restricted to between 8am and 6pm Monday to Friday and these cost \$195 too. There is an obvious inequity there as those are two very different products, and yet they are being priced the same. I don’t want this inequity to continue under the proposed Parking Scheme.

across all existing non-restricted parking places.

7. I understand that residence permits will not be displayed on the front window of cars. Rather the administration and enforcement of the Proposed Parking Scheme will rely on registration numbers of cars. This makes the Proposed Parking Scheme effectively anonymous from a residents' perspective as residents will not know if a vehicle parked on their street has a permit. The enforcement of the system is then totally reliant on Enforcement Officers. I consider this is one of many weaknesses in the proposed Parking Scheme.

8. Roy Street and neighbouring streets are impacted by two institutional neighbours – Wellington Zoo and Newtown Park Stadium and football pitches. There has been no particular attention given in the proposed Parking Scheme to streets neighbouring these two institutions and yet parking problems around these institutions has been known by WCC for decades.

Neither the consultants of the Parking Scheme nor the WCC project planners have met with residents of Roy Street and neighbouring streets to explore those problems and come up with reasonable solutions.

9. The parking occupancy rates in Roy Street are over 85% during the weekdays and 100% in the late afternoons through to the early mornings Monday to Friday and 100% throughout most weekends in the summer and approaching 100% throughout most weekends in the winter.
10. Across many decades overflow parking for Roy Street residents – due, in part, to the presence of patrons to the Zoo and Newtown Park - was available by taking advantage of parking under the trees on the roundabout at the end of Roy Street and along the internal road in Newtown Park parallel to Roy Street. However, in recent years WCC has enforced no parking under the trees on the roundabout and time-restricted parking on that internal road.⁴ WCC is now further discriminating against residents of Roy Street by planning to introduce more restrictions to parking on Roy Street itself.
11. The administration of visitors' passes is completely unworkable for reasons that are obvious to all concerned – for example, the need to obtain the registration number of the visitor the day before, etc., etc.

I ask that WCC meet with residents of Roy Street and neighbouring streets to hear our concerns and to look at possible solutions to the particular problems we face due to our two institutional neighbours (Wellington Zoo, and Newtown Park Stadium and football fields).

I have identified herein a number of solutions to the parking problems that Roy Street and neighbouring streets have faced for decades.

GENERAL PRINCIPLES & CONTEXT ON ROY STREET

Newtown, as its name suggests, is one of the oldest suburbs in Wellington. **Roy Street**, in Newtown, was built in the early years of the 20th century. Most of it was built before 1910, and many houses are described on the original plans as a “working class cottage”. The street is enclosed by Council housing at either end, and the whole area has seen a rotation of refugees, recent migrants, and economically disadvantaged kiwis as part of

⁴ There is a historical narrative around this matter that I would like to share with WCC when it meets with Roy Street Residents as requested in its Group Submission.

our community over many years.

This lower income history has probably contributed to a long tradition of vibrant, diverse community, tolerant and supportive of neighbours. That tradition has been passed down over the years, despite an inevitable turnover of residents.

Perhaps, because of this history, and certainly by inclination/practice of the majority of the street, Roy Street residents tend to operate by certain **values and principles** that they believe should also be considered in light of the Berhampore Newtown Parking Proposal:

- Pride in the unique nature and history of Roy St
- Community contribution to quality of life
- Knowledge is strongest WITHIN the community
- Do no harm
- Democracy/fairness

The street is a DIVERSE mix of

- homeowners and tenants
- long term to brief residents (from 64 years ownership to short tenancies)
- people who work at home and commuters
- students, young families, professionals, retirees
- a broad range of ethnicities

PARKING IN ROY STREET

It has always been difficult to find parking in Roy Street, more so than other streets in Newtown/Berhampore. There are number of factors that make Roy Street parking unique:

- Zoo - visitors and staff
- Rex Tremendous Cafe - visitors and staff
- Newtown Park - regular sporting events on weekends and on weekdays. Participants and supporters.

The current Berhampore Newtown Parking scheme proposal doesn't address what the street sees as the core difficulties.

The website for the Parking Scheme includes the following statement:

"The new Berhampore and Newtown parking scheme aims to:

- make it easier for residents who aren't able to park off-street, to park in the area - provide short-stay parking for tradespeople and visitors*
- more fairly manage the demand and allocation of parking permits."*

This proposal does not facilitate any improvements to Roy Street residents obtaining parking, in fact it will make our lives worse.

When is it difficult?

Over 40 years of resident observation tells us that parking has always been challenging, and increasingly to now often impossible. This is particularly true:

- During weekends
- At nights (including late and well after business hours)
- When events are on at Newtown Park
- When events are on at the Zoo (including when it is school holidays, and when schools are running their Education outside the Classroom programmes which mostly impacts December - March)

Our two major institutional neighbours, Wellington Zoo and Newtown Park, both drive huge volumes of visitors (and therefore cars) to the area. Where is the proposal to increase off-street parking for these visitors? Given WCC already receive significant parking infringement revenue from ticketing these visitors, this is only likely to increase as their parking is limited but their trip/event may exceed the timeframe. All the while, blocking a resident from parking - double revenue for WCC?

I understand that in 2010 there was an active resource consent for an off-street parking facility in this area. Was this a previous council trying to future proof? What happened to this initiative?

The proposed parking scheme seems a direct antithesis of the lived experience I have of the street. The proposal to have parking restrictions active only from 8 am to 8 pm, and not applied at night or on the weekends is counter-intuitive to this lived experience. Too often residents of Roy Street come home in the evening, or after a late shift, to find tight congestion on the street, and no park available anywhere at all.

The occupancy rate of parking in Roy Street is “greater than 81 %” according to the following document: Newtown Parking Management Plan prepared by Abley for WCC. Our observation is Roy Street often has an occupancy rate of 100% especially in the early mornings, late afternoons, and evenings.

The proposed scheme provides no relief to these challenges, while also asking residents to pay to (*hopefully*) obtain a permit. According to the proposal, permits are not guaranteed and intend to only be at a limit of 85% of the total number of parks in the zone. If I was to apply this to Roy Street (which often all parks are already occupied by residents) this means it is unlikely all residents will even be eligible for a permit. There are approximately 60 households and 41 on-street parks in Roy Street. I consider WCC is introducing divisiveness into our street community.

Roy Street has been unfairly disadvantaged in the proposed Parking Scheme

History of recent parking conversations and consultations

In 2017 residents had correspondence, held meetings, and made enquiries to WCC about the possibility of establishing Residents’ Parking. The resolution of this activity was to defer Residents’ Parking or other control systems for as long as possible, i.e. the majority did NOT want Residents’ Parking as it did not solve the problem(s).

There is a sense amongst residents that consultations have not been comprehensive enough, perhaps not adequately managed, nor accurately interpreted, and didn’t allow for requesting information under the Local Government Official Information and

Meetings Act (LGOIMA; for which there is a 20 working day allowance for providing information).

Information provided in the circular for the second public consultation excluded a summary of the first round of public consultation held in September/October 2023. There were a majority of submissions in the first round who opposed the new Parking Scheme (depending on how the “data” was interpreted).

Accuracy of the data the proposed parking scheme holds on Roy Street

The interpretation of “data” was clearly wrong when it came to describing hybrid parking on both sides of Roy Street, as a significant number of properties with off-street parking have their entrance-way blocked by hybrid parking. This, and possibly other data for Roy Street need to be reviewed by WCC. I ask that this is done in consultation with residents of Roy Street.

Other issues

I ask that families with infant children are given priority in the parking permit application process.

Residents in Roy Street, due to the extremely high parking occupancy rates in the street, face problems when tradespersons need to do work on their properties. This problem could be aired for discussion within the Roy Street Neighbourhood Support Group and when WCC meet with Roy Street residents to discuss their particular concerns regarding the proposed Parking Scheme.

PARKING SCHEME PROPOSALS

1. Newtown Park parking on the north side (included in boundary; the internal road parallel to Roy Street) is currently time restricted to 240 mins. The parking scheme proposes to leave these as is (77 parks). This submission proposes that these parks are made available to Roy Street residents 24 hrs a day with no time limit. This should be provided either at no cost, or as per the proposed hybrid parking scheme. I will attend the meeting with WCC that the Group of Roy Street Residents have requested to discuss this particular proposal.
2. Under the trees at the eastern end of Roy Street by the bus turnaround area, there are approximately 15 potential parks. I propose that these parks are made available to Roy Street residents 24 hours a day. This should be provided either at no cost, or as per the proposed hybrid parking scheme. I will attend the meeting with WCC that the Group of Roy Street Residents have requested to discuss this particular proposal. During that meeting I will speak to the historical narrative concerning this issue. See photos in Appendix 1 of empty and full parking lot at the end of Roy Street.
3. There are approximately 235 parks in the immediate vicinity of Roy Street that are not currently included within the boundary of the Parking Scheme (i.e., within the “study area”):
 - Newtown Park: 156 (in and around the premises of the Old Basket Ball Hall at the southern end of Newtown Park, and at the entrance to the internal road from Russell Terrace)⁵

⁵ There are another 77 parks in Newtown Park that are included in the “Study Area” and thus treated separately in Proposal 1 above. So in summary there are 312 car parks in Newtown Park.

- Owen St (lower end immediately adjacent to the zoo): 27
- Manchester St: 52

I ask that these 235 parks are placed on the agenda for discussion when Roy Street and neighbouring streets meet with WCC.

There is inadequate information given to patrons of Wellington Zoo and events at Newtown Park with respect to car parking, and insufficient signage for the car parks that exist in Newtown Park, Lower Owen Street and Manchester Street. See Proposal 8 below.

Also see photos in Appendix 2.

4. I ask that the project also considers other places where additional parking may be obtained - for example some of Lawrence Street parking could be made angle parking, and angle parking along the entire length of the internal road parallel to Roy Street in Newtown Park (currently 240 minute time restriction) could be considered.
5. The timing of the hybrid parking scheme is currently restricted to 8am-8pm Monday - Friday. As noted above, this does not provide any relief to the Roy Street residents who are impacted outside these times. I ask that you consider the timing of any restrictions in light of the uniqueness of parking in Roy Street. I will attend the meeting with WCC that the Group of Roy Street Residents have requested to discuss this particular proposal.
6. If the proposed “three-hour parking - residents with permits can park longer” is approved, I ask that the “resident parking permit” fee is fair and reasonable. I suggest a fee of \$50 and a 50% reduction for those holding Community Service Cards – see Executive Summary.
7. The proposed system for visitor passes is not practicable and it is unrealistic to expect residents to obtain a number plate and register a visitor pass in advance. It does not cater for those residents unable to use the internet to register their passes, nor for short-notice visitors.

Where a resident to need a tradesperson to come and repair an urgent issue (perhaps sewage related, or water leaks - both topical in our current situation) there would be even less chance of finding parking, especially when considering offloading of tools and materials.

I request that these issues are placed on the agenda for a meeting between Roy Street residents and WCC.

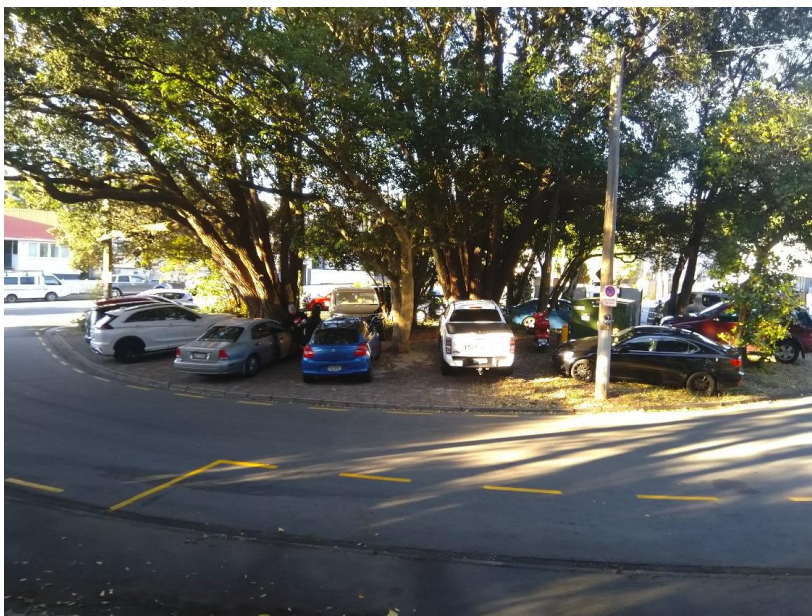
8. There is insufficient signage for the existing, albeit insufficient, off-street Zoo/Newtown parking spaces. I request that you include in your plans signage directing visitors to various parking areas similar to the only one that already exists in Newtown Park (see photo in Appendix 2).

Appendix 1

Roundabout at the end of Roy Street where for decades residents and others could park their cars, trucks and buses whenever there were no car parks available on Roy Street. WCC, during the past couple or so years has started placing infringement fines on vehicles parked there. Photo taken on 15 February 2024:



Roundabout at the end of Roy Street. Photo taken on 14 February 2024:



Appendix 2

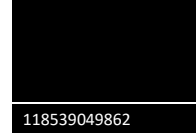
One of a number of areas within Newtown Park where patrons of Wellington Zoo and Newtown Park Stadium, and others may park their cars. There are a total of 312 parking places set aside in Newtown Park (77 of those have been included in the “Study Area” for the proposed Berhampore and Newtown Parking Scheme). Why the other 235 parking places were not included in the “Study Area” has yet to be explained by WCC.



The one existing sign that directs patrons of Wellington Zoo and Newtown Park Stadium to overflow parking when Roy Street and other neighbouring streets are full of resident and visitors cars. However, that existing sign is not easily seen by those seeking a car park.



**Berhampore and Newtown parking scheme proposal 2024
Feedback**



NAME: Helen Grove	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
No - I think the changes for Newtown east should be made later

Do you have any comments to make about the overall proposed parking scheme?
 Parking should remain unchanged until all hospital staff are provided affordable parking and public transport is reliable and used.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I work in Berhampore or Newtown

What area of Newtown or Berhampore is your home or business in?

If the scheme is introduced, how likely is it that you would apply for a resident permit?

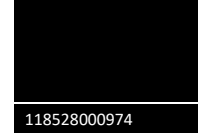
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

If you live in the area, how many vehicles are owned by people in your home?

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly oppose
A maximum of two resident permits per household:	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors:	Strongly oppose
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	

**Berhampore and Newtown parking scheme proposal 2024
Feedback**



NAME: Ryan Teahan	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

Do you have any comments to make about the overall proposed parking scheme?
 Please could the Council wait until you have proper transport in place so we can use public transport. Our shifts are all over the place. We need to have light rail from the train station to the Hospital before you look at parking. The Hospital also needs more parking to be provided before any changes happen. We have a Tertiary level Hospital here and staff need to be able to get here and not pay through the teeth for it. Well it should be free if you would like to keep qualified staff and lowly paid staff. It is not our fault i use a car. I could not afford to live in Wellington so moved to Kapiti. Making it harder for us will only help nurses/staff to leave. Please have some common sense over this

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted)

What is your main relationship to the Berhampore and Newtown parking scheme area?
I work in Berhampore or Newtown

What area of Newtown or Berhampore is your home or business in?

If the scheme is introduced, how likely is it that you would apply for a resident permit?

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

If you live in the area, how many vehicles are owned by people in your home?

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly oppose
A maximum of two resident permits per household:	Strongly oppose
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors:	Strongly oppose
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	
<p>We have a hospital here and we need increased parking. The Hospital and council have lost the plot on this. Workers should not be penalised for poor planning. Newtown will become a place of ghost permit and resident parking. Just drive around now and you will see the only parking free is resident and lots of spaces as they leave Newtown to go to work. This leaves spaces for us and then we go they get their park back. Please use logic and common sense. Do some more research into this as i see it every day. Thanks</p>	

**Berhampore and Newtown parking scheme proposal 2024
Feedback**



NAME: Ben Gittos	SUBURB: Newtown	ON BEHALF OF: An individual	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?
Strongly oppose

If approved, do you support delaying changes in the Newtown east zone to mid-2025?
No - I think the changes for Newtown east should be made later

Do you have any comments to make about the overall proposed parking scheme?
 I do not think this scheme will solve the problems residents are currently experiencing with finding parking. On the contrary, I think it will make the parking situation even more stressful than it is now, as well as add a further cost to households who are lucky enough to be granted a parking permit in cost of living crisis. I am strongly opposed to what the council is doing here.

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?
Yes - I own a vehicle and park it in the area

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?
On the street (unrestricted) In a garage

What is your main relationship to the Berhampore and Newtown parking scheme area?
I live in the area

What area of Newtown or Berhampore is your home or business in?
Newtown east zone

If the scheme is introduced, how likely is it that you would apply for a resident permit?
Very likely

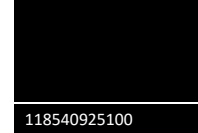
If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?
Very likely

If you live in the area, how many vehicles are owned by people in your home?
Three

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
Much harder

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	Strongly oppose
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	Strongly oppose
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	Strongly oppose
A maximum of two resident permits per household:	Neutral
Putting a limit on the total number of resident permits that can be issued for parking zones:	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors:	Strongly oppose
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	Strongly oppose
If you have any comments to make about the restrictions, please share them here.	
I do not think this scheme will solve the problems residents are currently experiencing with finding parking. On the contrary, I think it will make the parking situation even more stressful than it is now, as well as add a further cost to households who are lucky enough to be granted a parking permit in cost of living crisis. I am strongly opposed to what the council is doing here.	

**Berhampore and Newtown parking scheme proposal 2024
Feedback**



NAME: Rhona Carson	SUBURB:	ON BEHALF OF: Newtown Residents Association	ORAL SUBMISSION: Yes
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Overall, do you support the proposed Berhampore and Newtown parking scheme?

If approved, do you support delaying changes in the Newtown east zone to mid-2025?

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

Do you own or use a vehicle, and park it, in the Berhampore and Newtown parking scheme area?

Thinking about the parking scheme area, what parking do you have access to and/or use most of the time?

What is your main relationship to the Berhampore and Newtown parking scheme area?

What area of Newtown or Berhampore is your home or business in?

If the scheme is introduced, how likely is it that you would apply for a resident permit?

If you live in the area, how likely is it that you would apply for an allocation of visitor day passes?

If you live in the area, how many vehicles are owned by people in your home?

Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?

Do you support the scheme's proposed parking restrictions?	
Adding P180 time limit spaces that everyone can use: Residents with a permit would be able to stay as long as needed.	
The P180 (resident permit exempt) restrictions applying between 8am and 8pm:	
The P180 (resident permit exempt) restrictions applying between Monday to Friday:	
A maximum of two resident permits per household:	
Putting a limit on the total number of resident permits that can be issued for parking zones:	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit:	
Allowing all households in the area to get a number of free day passes for visitors:	
The locations of the P180 (resident permit exempt) parking spaces and unrestricted parking spaces as shown on the map:	
If you have any comments to make about the restrictions, please share them here.	



The Newtown Residents' Association Submission to Wellington City Council about the Berhampore and Newtown Parking Scheme, second round of consultation. 21 February 2024

Introduction

The Newtown Residents' Association is the Incorporated Society representing Newtown and its surrounding suburbs. We made a submission to the October consultation of this parking scheme, and we would like to refer you to that submission. We wrote extensively then about our views on the Parking Policy about Area Based Policy, and many of our concerns still remain.

What follows is our response to this current round of engagement.

We would like to speak to this submission.

Submission

We are pleased that the Wellington City Council team listened to the feedback from the first round of consultation about parking, made changes, and sent the information about the second round of consultation to every household.

We support the introduction of parking management in our suburb. There has been a long history of frustration with parking congestion, and with the difficulty many residents have in finding a parking space anywhere near their home. This is particularly difficult in Newtown and Berhampore because of the many properties without off street parking. We recognise that there will never be enough parking spaces to satisfy demand, and this will get more acute as increasingly there are more multi-unit properties and more cars per property. The challenge is to find solutions that are as fair as possible. The parking plan sets out a hierarchy which we broadly agree with.

The timing of restrictions

Our original submission outlined a number of community concerns, many of them about the timing of restrictions. We are pleased that suggestions for changes have been adopted, and the proposed hours suit many people much better. However, the uniformity across the whole area isn't necessarily a good thing. We know that not all streets have the same issues and we regret that there hasn't been more of an effort to do specific street-by-street consultation on the differing needs in different areas.

In particular we would like to endorse the submission from the residents of Roy St, with their request for a meeting to discuss the specific problems of living near the Zoo and Newtown Park, and their suggestions for possible amelioration.

Visitor Permits

We and others were very troubled about the original proposal of managing visitors' parking by registering visitors the day before the visit. We are pleased to see that this has changed since the consultation started and that online the wording is now *"Passes will have to be activated online (or through a service centre) to a specific vehicle licence plate number in advance or on the day they are going to be used. There will*

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be no windscreen stickers or paper permits." Changing it to "on the day they are going to be used" sounds promising, and should make the system more user friendly. We hope it will be flexible enough to register a visitor after they have arrived, when they would be in the 3-hour free window. This would make spontaneous visits possible.

There are still questions about why the number of visitor permits for people with off-street parking is 25 when those without this can have 50. Often, perhaps usually, the off-street parking only accommodates the cars belonging to the household and doesn't help with visitors. Residents with off-street parking are much less likely to have a Residents' Permit and so won't be able to accommodate visitors by moving their own car onto the street, so would be doubly disadvantaged.

Monitoring parking by number plate

This is a new policy and the ramifications of it aren't yet clear. Having no physical permits means that people can't keep an eye on parking and know whether or not the parking is legitimate, and the whole responsibility for monitoring and enforcing restrictions falls on the officers. Just how this monitoring will be done still isn't clear.

Parking enforcement will be challenging with restrictions across a much wider area. We wonder if it can be patrolled frequently enough to pick up infringements of the 180 min limit. We also wonder about the issue of people parking for longer periods by moving their cars. If this is against the rules and is rigorously monitored it would presumably mean that no one could park for more than 180 mins in one day. This in turn would penalise people who make more than one trip into Newtown in a day for different reasons, perhaps for shopping in the morning and to attend a meeting in the afternoon.

Mobility Parking

We submit that the number of such parks should be increased, both in the suburban centre and near medical centres, community centres and similar facilities.

Conclusion

We understand that the Parking Scheme is going to be implemented in a staged fashion. It is likely that changes in Berhampore and Newtown West will then put further pressure on Newtown East – although it sometimes seems that we are at peak pressure already.

We expect that as the changes are made there will be close attention and monitoring of how it works in practice. We hope that it will be possible to make adjustments, if this seems desirable, before the second stage is rolled out.

Thank you for the opportunity to make this submission.

Rhona Carson

President
Newtown Residents' Association.