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**REPORT 1**  
*(1215/52/IM)*

**ORAL SUBMISSION: RESIDENT AND  
COUPON PARKING FEES**

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<b>Time</b>	<b>Name</b>	<b>Topic</b>	<b>Page</b>
9.20am	David McArthur	Resident and coupon parking fees	

# APPENDIX ONE

## Keegan Bartlett

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**From:** Charles Agate  
**Sent:** Friday, 5 February 2010 2:28 p.m.  
**To:** Stephen Carruthers  
**Subject:** FW: Traffic Resolutions

FYI

Charles Agate  
Area Traffic Engineer  
Transport Network Team  
Wellington City Council

101 Wakefield Street / PO Box 2199, Wellington

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-----Original Message-----

**From:** [davemcarthur@clear.net.nz](mailto:davemcarthur@clear.net.nz) [mailto:[davemcarthur@clear.net.nz](mailto:davemcarthur@clear.net.nz)]  
**Sent:** Friday, 5 February 2010 1:53 p.m.  
**To:** Charles Agate  
**Subject:** Traffic Resolutions

The following details have been submitted from the Traffic Resolutions form on the [www.Wellington.govt.nz](http://www.Wellington.govt.nz) website:

**First Name:** Dave  
**Last Name:** McArthur  
**Street Address:** 85 Houghton Bay Road  
**Suburb:** Melrose

# APPENDIX ONE

City: Wellington

Phone: 9739995

Email: davemcarthur@clear.net.nz

I am making this submission: as an individual

Resolution number: 38-10 All resident and coupon parking areas in Wellington

Do you agree with the proposed resolution: Yes

Comments: agree because car owners are destroying our economy and driving the nation in debt. They receive vast subsidies - especially at the cost of education, health, superannuation, housing and other vital systems. Provision of hundreds of miles of carparking in a hilly compact city comes at a massive cost, including the losses incurred because the land cannot be used for profitable enterprises and can be a source of rates. Any investment in carparking now can only have a very short-term return as private vehicles rapidly become less affordable as mineral oil prices rise and national/local government capacity to maintain the immense subsidies they give car owners. Carparking charges should rise to reflect the true cost of the cars and the income invested in quality mass transit systems, thus reducing some of the unjust tax burden on non-car owners.

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