

ORDINARY MEETING

OF

STRATEGY AND POLICY COMMITTEE

MINUTES

Time: 9:30 am
Date: Thursday, 25 June 2020
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

PRESENT

Mayor Foster
Councillor Calvert (Deputy Chair)
Councillor Condie
Councillor Day (Chair)
Councillor Fitzsimons
Councillor Foon
Deputy Mayor Free
Councillor Matthews (via audiovisual link)
Councillor O'Neill
Councillor Pannett
Councillor Paul
Councillor Rush
Councillor Sparrow
Councillor Woolf
Councillor Young

TABLE OF CONTENTS
25 JUNE 2020

Business	Page No.
1. Meeting Conduct	5
1.1 Karakia	5
1.2 Apologies	5
1.3 Conflict of Interest Declarations	5
1.4 Confirmation of Minutes	5
1.5 Items not on the Agenda	6
1.6 Public Participation	6
2. General Business	7
2.1 Parking Policy Hearings	7

1. Meeting Conduct

1.1 Karakia

The chairperson declared the meeting open at 9:32 am and invited members to stand and read the following karakia to open the meeting.

**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

1.2 Apologies

Moved Councillor Day, seconded Councillor Fitzsimons

Resolved

That the Strategy and Policy Committee:

1. Accept the apologies received from:
 - a) Councillor Calvert for early departure (on Council business);
 - b) Mayor Foster for lateness; and
 - c) Councillor Woolf for early departure.

Carried

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Day, seconded Deputy Mayor Free

Resolved

That the Strategy and Policy Committee:

1. Approve the minutes of the Strategy and Policy Committee Meeting held on 23 June 2020, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried

1.5 Items not on the Agenda

There were no items not on the agenda.

1.6 Public Participation

There was no public participation as this meeting had been scheduled to only hear oral submitters.

(Mayor Foster joined the meeting at 10:35 am)

The meeting adjourned at 10:36 am for morning tea and reconvened at 11:08 am with all the members present.

(Councillor Calvert left the meeting at 12:17 pm)

(Councillor O'Neill left the meeting at 12:25 pm)

The meeting adjourned for lunch at 1:05 pm and reconvened at 1:16 pm with the following members present: Mayor Foster, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Sparrow, Councillor Woolf and Councillor Young.

(Councillor Paul left the meeting at 1:18 pm)

(Councillor Paul returned to the meeting at 1:20 pm)

(Councillor O'Neill returned to the meeting at 1:29 pm)

(Councillor Fitzsimons left the meeting at 1:38 pm)

(Councillor Fitzsimons returned to the meeting at 1:39 pm)

(Councillor Paul left the meeting at 1:45 pm)

(Mayor Foster left the meeting at 1:47 pm)

(Councillor Paul returned to the meeting at 1:47 pm)

(Councillor Fitzsimons left the meeting at 1:54 pm)

(Councillor Fitzsimons returned to the meeting at 1:58 pm)

(Councillor Young left the meeting at 1:52 pm)

(Councillor Rush left the meeting at 2:16 pm)

2. General Business

2.1 Parking Policy Hearings

Moved Councillor Day, seconded Councillor Condie

Resolved

That the Strategy and Policy Committee:

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

Carried

Secretarial note: The following members of the public spoke to their written submissions:

Time	Name	Individual/Group
9:35	Sam Donald	Individual
9:40	Victoria Carter	Individual
9:50	Michelle Rush	Environmental Reference Group
9:55	Hayley Horne	Connect Wellington
10:00	Erik Zydervelt	Mevo
10:05	Rhona Carson	Newtown Residents Association
10:10	Ann Mallinson	Oriental Bay Residents Association
10:15	Linda Beatson & Mike Hollings	Individual
10:20	Regan Dooley	Individual
10:30	Callum McMEnamin	Individual
11:10	Rabeea Inayatullah	National Council of Women NZ (Wellington Branch)
11:15	James Clarke	Individual
11:20	Jill Ford	Individual
11:25	Sara Clarke	Creswick Valley Residents Association
11:35	John Milford	Wellington Chamber of Commerce
11:45	Tony Randle	Johnsonville Community Association
11:50	Paul Bruce	Sustainable Solutions Wellington
11:55	Tania Ali	Aotearoa Accessibility Tourism
12:05	Lawrence Collingbourne	Individual
12:10	Ben Carter	Cityhop
12:20	Jane Loughnan	Individual
12:25	Melanie Vautier	Individual
12:30	Brad Olsen	Youth Council

12:35	Angela Rothwell	Mount Victoria Residents Association
12:40	Mike Mellor	Individual
12:45	Isabella Cawthorn	Individual
12:50	Melissa Clark-Reynolds	Individual
13:15	Peter Skrzynski	Individual
13:20	Kerry (Kair) Lippiatt	Individual
13:25	Ellen Blake	Living Streets Aotearoa
13:35	William Guest	Individual
13:40	Pim Borren & Geoff Coleman	Bus and Coach Association NZ
13:45	Alicia Hall	Millions of Mothers
13:50	Martin Krafft	Individual
13:55	Angela Stewart	Individual
14:00	Marion Leighton	Doctors for Active Safe Transport
14:05	Paula Warren	Individual
14:10	Payal Ramritu	Individual
14:15	Keven Snelgrove	Tranzit Group
14:20	Alex Gray	Automobile Association Wellington District

Tabled documents

Attachments

- 1 Sam Donald
- 2 Victoria Carter
- 3 Cityhop - Ben Carter
- 4 Jill Ford
- 5 Tania Ali

The meeting concluded at 2:30 pm with the reading of the following karakia:

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

Authenticated: _____

Chair

ORDINARY MEETING

OF

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MINUTE ITEM ATTACHMENTS

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Business

Page No.

Tabled documents

1.	Sam Donald	3
2.	Victoria Carter	25
3.	Cityhop - Ben Carter	31
4.	Jill Ford	41
5.	Tania Ali	55

Parking Policy Oral Submission

Sam Donald : Fair Intelligent Transition (FIT) Wellington

Formally known as Fair Intelligent Transport Wellington









The distribution of the road space needs to be equitable and comply with the Sustainable Transport Hierarchy which WCC follows, that being:

Pedestrians > Cyclists > Public transport > Moving freight > Private vehicles*

** from Wellington Urban Growth Plan, Page 44, REAL TRANSPORT CHOICES*

Note that it isn't:

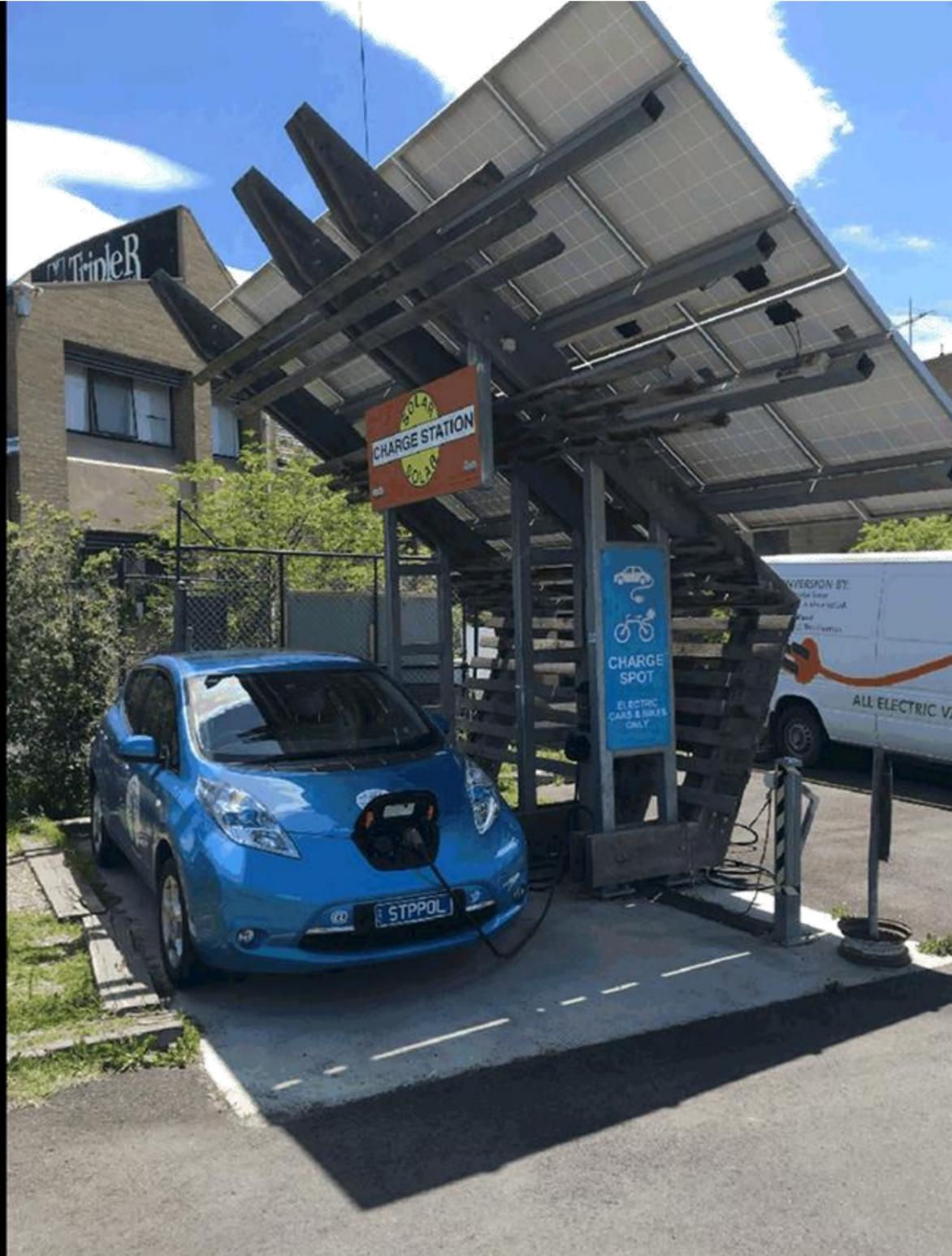
PARKING > Pedestrians > Cyclists > Public transport > Moving freight > Private vehicles

as seems to have been perpetuated by a number of individuals and some local media as of late.

If we were to add in parking (and to include parking for the movement of freight) it might look more like:

Pedestrians > Cyclists > Public transport > Moving/**PARKING** for freight > Moving/**PARKING** for private vehicles.







"Good design is also the key to doing density well. Designing the spaces in between our homes will help us build desirable liveable density and it's probably the only thing that will ease the fears of the NIMBYS.

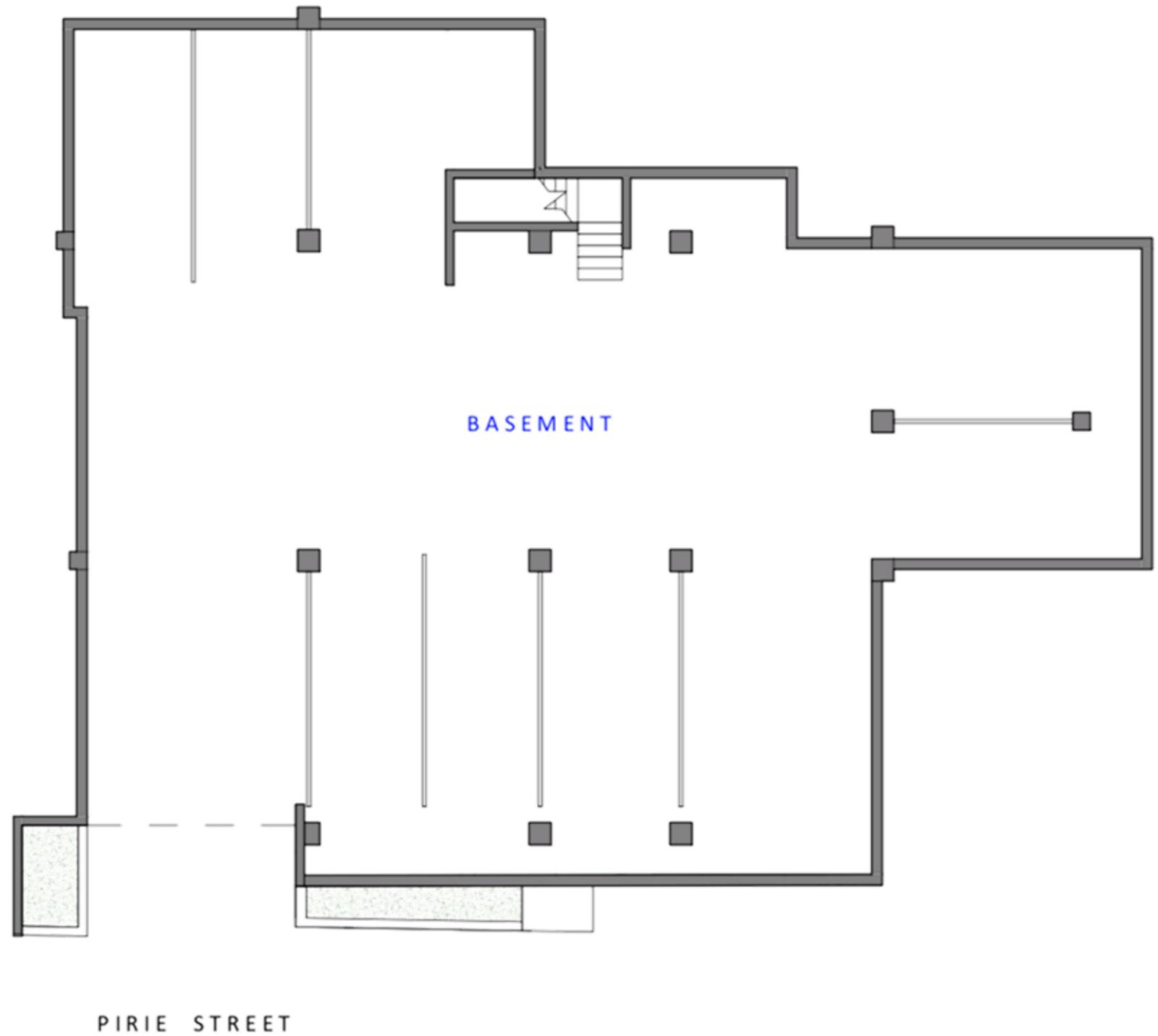
I want to mention Zavos Corner not far from here in Mt Victoria as a great example of medium density suburban design.

It's odd you know. We are only contemplating the kind of density Sydney has had for 50 years, and yet for some people it's a scary thing, even though when we visit Sydney we love it's urban feel."

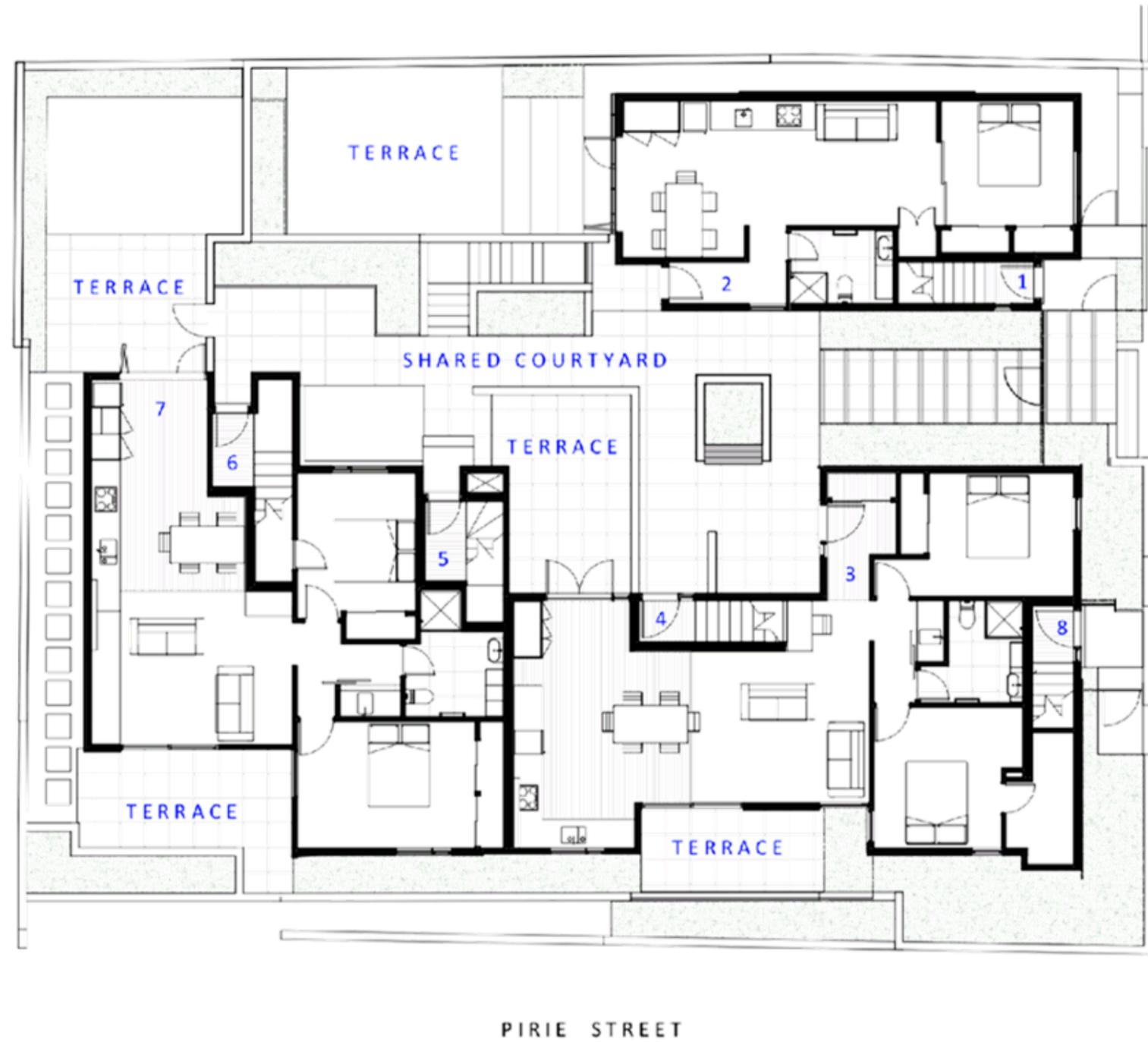
Hon Phil Twyford - Minister of Housing's Speech to 2018 Urbanism NZ Conference



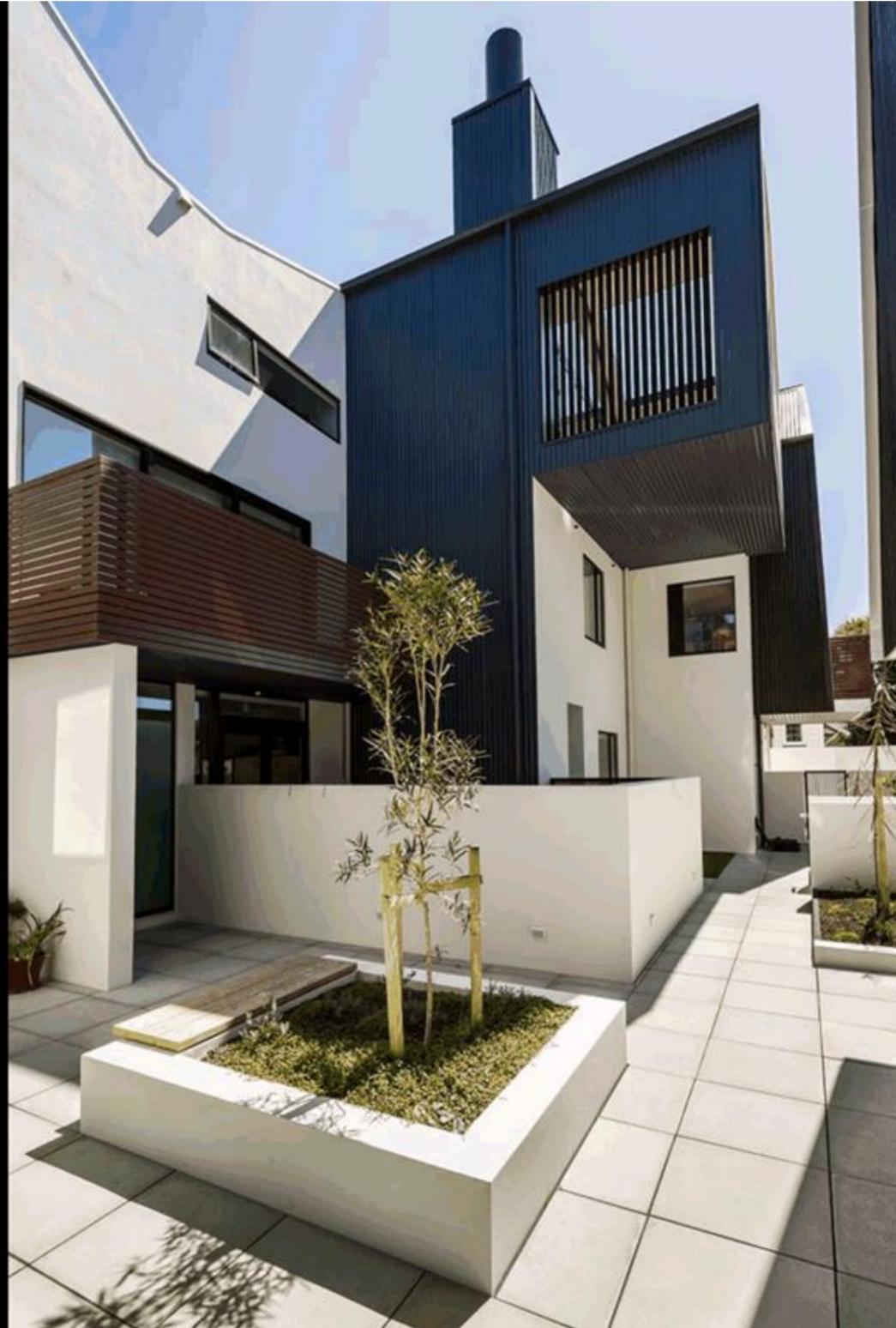
More than 20% of the construction budget went to providing subterranean parking



To create private and shared indoor and outdoor space at ground level



Item Tabled documents Attachment 1





Item Tabled documents Attachment 1











APPENDIX 1: FIT Wellington DRAFT of a Future WCC Policy Statement: - Transit Orientated Development -

Wellington City Council, through its planning, decision making processes and leadership, supports transit and land use integration. This optimises the use of public transportation, increases mobility choices of Wellingtonians and creates vibrant and diverse neighbourhoods to support a sustainable transit system and concentrate Wellington's future urban form.

Wellington City Council supports Transit Oriented Development that:

- Establishes land uses around LRT stations and transit centres to reflect the characteristics of surrounding areas and each station or centre's role in the network;
- Focuses medium and higher density residential, retail and employment growth around LRT stations and transit centres to support investment in transportation infrastructure;
- Creates a safe, direct and convenient circulation system for all modes of transportation, with an emphasis on public transit, pedestrians and bicycles that connects people and places;
- Grows through collaboration, cooperation, partnerships, public information and education programs;
- Increases public transport ridership and reduces the number of vehicle kilometres driven.

To encourage Transit Oriented Development, the Wellington With Council will:

Enact bylaws, procedures, directives, processes, programs and guidelines;

- Promote, collaborate, cooperate and partner;
- Communicate land use and infrastructure expectations;
- Prepare station area masterplans that will a create sustainable people orientated city.

Congratulations WCC on developing NZ's leading parking plan

By Victoria Carter NZ's expert on car share, founder of Cityhop, Chair of the international Carsharing Assoc.

I want to reinforce and encourage you to be brave with your parking policy. You will reap the rewards. I've promoted a reduction in car ownership for over 10 years I know the significance policies like this can have to make a city more appealing – I've seen it globally.

This is the opportunity to really encourage a reduction in cars in your city.

For too long cars have determined our urban planning.

Car parks undermine the quality of life in our cities and streets.

Cities all over the world who have removed cars from city centres have seen improved social & economic wellbeing as well as a better quality of life for all residents. It's better for the local economy (shops, cafes etc.), people want to walk/bike and then of course there is the added benefit of reduced congestion, as well climate change impact from reduced emissions, urban heat island etc.

<https://twitter.com/BrentToderian/status/1272431478618509313?s=20>

Councillors – you may like to watch this sometime:

WATCH: Amsterdam has been removing 10,000+ parking spaces for cars in their centre city to make more room for people-places, walking, & biking. This great [@Streetfilms](#) video explains why & how. Just more evidence that [#Amsterdam](#) wasn't "always this way."

When cities take positive action like you are doing with parking it encourages other forms of moving, like walking/cycling. If you incorporate back to base car share in your transport and parking policies residents can see it is possible to live without a car!

Back to base Carshare is one of the few mobility initiatives that is proven to also have economic, social, health and environmental benefits when implemented well.

For more info refer <https://carsharing.org/wp-content/uploads/2016/01/The-Impact-of-Car-Share-Services-in-Australia.pdf>

When parking is too cheap there is no incentive to re-consider car ownership.

I respectfully submit that you consider putting car share as a higher priority with public transit, cycling and look to create mobility hubs. **See illustrations.**



On June 4 the inaugural car share awards led by Movmi (a mobility agency) and the Car Sharing Assoc ranked five planks for the best car share cities. (cities with fewer cars)

1. Increase hurdles around personal car ownership (remove cars from CBD)
Madrid - car share can park for free and has a restricted access zone.
Bergen - increased costs for residents who parked on the public road.
2. Policy – develop an equitable parking framework; free parking, developer incentives to reduce the number of car parks in a development eg 1: 5 1 car share for 5 car parks;
3. Ensure car share parking privileges are affordable or free. Encourage car share operators to go to transit deserts so that people have more choices;
4. Make car share part of the larger transport eco-system. Lisbon city actively promotes car share. Munich has mobility hubs with buses/trains, bikes and car share.
5. Introduce a mobility management programme for employees. Reduce Government/council fleet and carshare. Paris introduced a mobility plan for employees



Cities with good movement of people combine car share at mobility hubs. When residents see this priority it encourages them to reduce their car ownership thereby freeing up more money that can be spent locally.

If residents can **use road space** for their private car instead of their garage on a regular basis it is a **private benefit** that other ratepayers are paying for. Council as a 'mode manager' can do a lot to support initiatives that encourage residents to reduce their reliance on cars. **Consider measures to reduce the size of the resident vehicle fleet parked onstreet!**

Resident parking scheme

I offered some suggestions for officers to consider in my submission. For example: Determine a ratio of car share for streets where residents parking exemption exists. International examples suggest if carshare is in these places households are more likely to give up 1 or more of their cars. It makes economic sense! Incentivise operators to go to these 'deserts' and do what other cities do, actively promote car share like you do walking/cycling/public transit so residents become aware of their choices.

I think the policy is a great start but It seems unfair to me that council would give a free or affordable permit to someone in the city fringe to use kerbspace (probably still quite affordable living) whereas someone living in the city has to pay to park.

Like rubbish - just because you can afford to pay shouldn't be the reason you can put out more than one rubbish bag; **Roads are not for car storage.**

By modifying the operation of the street network, balancing parking demand and developing community infrastructure initiatives' councils exercise control over car share.

Again, really impressed at the quality of thinking that has gone into this policy framework and consideration for making Wellington potentially be the first city to encourage reduced levels of car ownership.

I would encourage the council to look at cities like Vancouver and Calgary or in Europe, see Ghent or Bergen to see how giving more priority to car share has reduced car ownership, increased active modes & improved their economic outcomes!

The cities with great PT, walking/cycling, carshare all have strong political commitment from officers and elected officials.

Car parks undermine the quality of life in our cities and streets..

Kia Kaha Wellington City. thank you for this chance to korero

Victoria

Congratulations WCC on developing NZ's leading parking plan

Victoria Carter ONZM

NZ's expert on car share

Founder of Cityhop

Chair of International Carshare Ass

Congratulations WCC on developing NZ's leading parking plan;

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Cities all over the world who have removed cars from city centres have seen improved social & economic wellbeing as well as a better quality of life for all residents. It's better for the local economy (shops, cafes etc.), people want to walk/bike and there is the added benefit of reduced congestion, climate change impact from reduced emissions, urban heat island etc.





The Issue: Too many cars

High Car Ownership

- Unliveable Cities
- Congestion
- Pollution
- Poor uptake of public transport/active travel.

#	Country or region	Motor vehicles per 1,000 people
1	 San Marino	1,263
2	 Monaco	899
3	 New Zealand	860
4	 United States	838
5	 Iceland	824
6	 Liechtenstein	773
7	 Finland	752
8	 Australia	730
9	 Brunei	721
10	 Switzerland	716

The Cityhop Solution



Book



Unlock



Drive



The Cityhop Solution



“Round-trip car sharing is the only proven tool that can change the congestion situation and create the drop needed in car ownership” – Tim Papandreu

Living one car less with Cityhop Car Share you have:

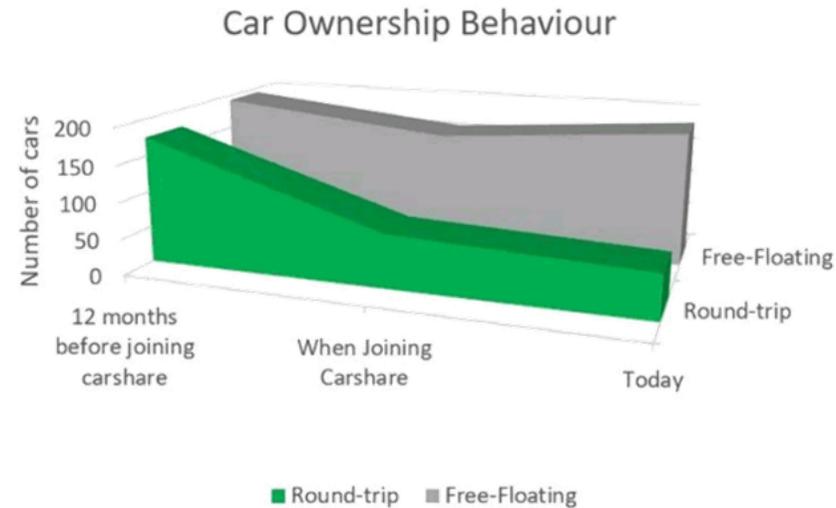
- **Less car ownership** (less congestion, less emissions, less road trauma)
- **More Modal Shift** (more public and active transport use)
- **More Space**



The Cityhop Impact

Figure 1: Car ownership behaviour after joining car share clubs

The below data was reported in [a German Case study](#) of 1,122 carsharing customers



<https://www.greaterauckland.org.nz/2019/07/31/how-round-trip-carshare-can-drive-change-in-cities/>

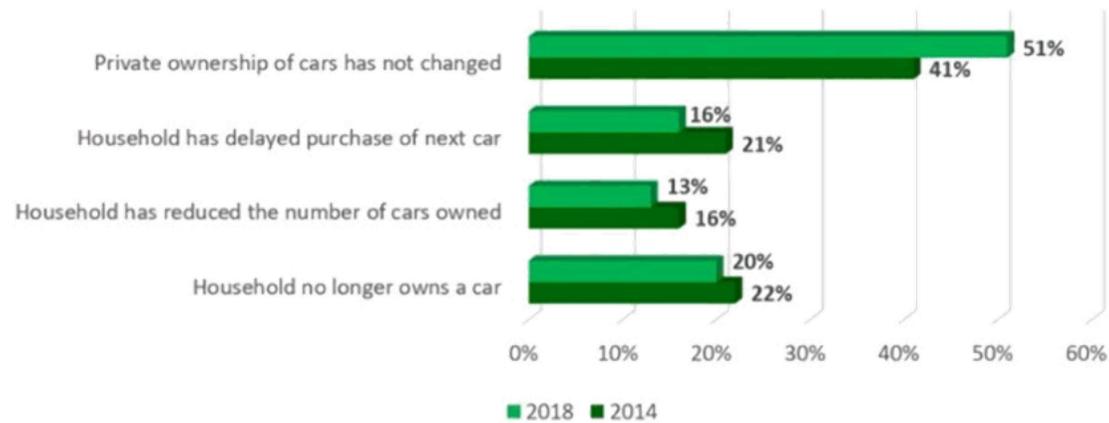


The Cityhop Impact

Figure 3: Cityhop members private car ownership behaviour

The below data is taken from Auckland Transport's 2014, and 2018 survey of Cityhop users

After Joining Cityhop;



<https://www.greaterauckland.org.nz/2019/07/31/how-round-trip-carshare-can-drive-change-in-cities/>



The Cityhop Impact

Figure 7: [Transport modes](#) of Car2Go (free-floating) members since joining

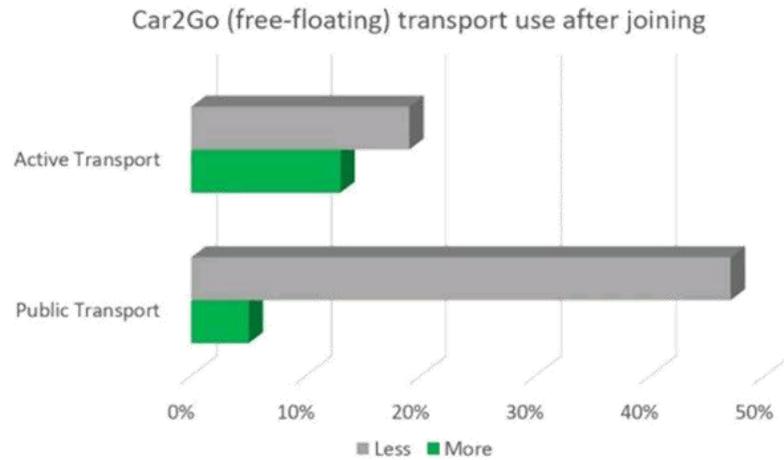
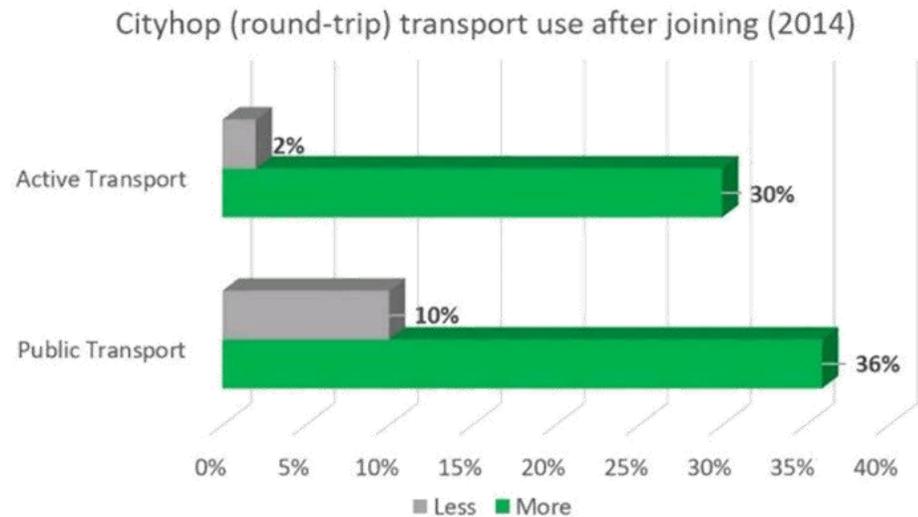


Figure 8: Cityhop (round-trip) members use of other transport options since joining



<https://www.greaterauckland.org.nz/2019/07/31/how-round-trip-carshare-can-drive-change-in-cities/>

The Cityhop Impact



The average Cityhop member saves 392 KG CO₂-e every year!

<https://www.greaterauckland.org.nz/2019/07/31/how-round-trip-carshare-can-drive-change-in-cities/>



Support CAR SHARE!



We and other accessible city initiatives always need local support!

cityhop



BEN CARTER
GENERAL MANAGER

Learn more at cityhop.co.nz
Get in touch: ben@cityhop.co.nz



MORE PARKING = MORE CARS
=
MORE CONGESTION
=
LESS CHOICE

A VICIOUS CIRCLE

- The evidence is clear that excessive parking supply encourages people to drive more, inducing traffic.
- *Parking can directly compromise the adoption of active and sustainable modes of transport.*
- *Firstly, free and easily accessible parking contributes to induced driving and car ownership.*
- *researchers from Oslo's Institute of Transport Economics found that access to private household parking facilities triples the likelihood of car ownership,*
- *whereas **increasing the distance between parking and destinations reduces car mode share...***

On-street parking can directly compete for limited road space, inhibiting the ability to reallocate street space to improved pedestrian or cycling infrastructure or to create priority lanes for public transport



- *On street parking spurs congestion from "cruising" for parking spaces, and movements in and out of spaces, as well as increasing the risk of "dooring" cyclists.*
- For our transport networks to improve and our city to become more liveable and sustainable, we need a much reduced volume of traffic.

FREE PARKING IS UNFAIR

- It isn't FAIR that the whole network should be slowed down – and people FORCED into modes or into danger they don't want – just because we subsidise this parking by making it free or cheap?



PARKING REDUCES CHOICE

Takes space for other transport choices



Makes it less safe and less convenient to walk



AFFECTS LOWER INCOME



Driving is a very expensive mode – purchase, maintaining, insurance, time lost in congestion.



Wear and tear on roads by cars is much greater than cycles on roads or pedestrians on pavements. Increases rates.



Less congestion = less need for traffic lights, roundabouts etc.



Retaining excessive parking and making everyone suffer from the resulting traffic congestion is not a wise way to provide affordable transport for anyone.



If parking was priced at the full cost of the land, road maintenance, plus the costs imposed by the driving it induces, many people would choose not to pay it.

LESS PARKING BENEFITS EVERYONE

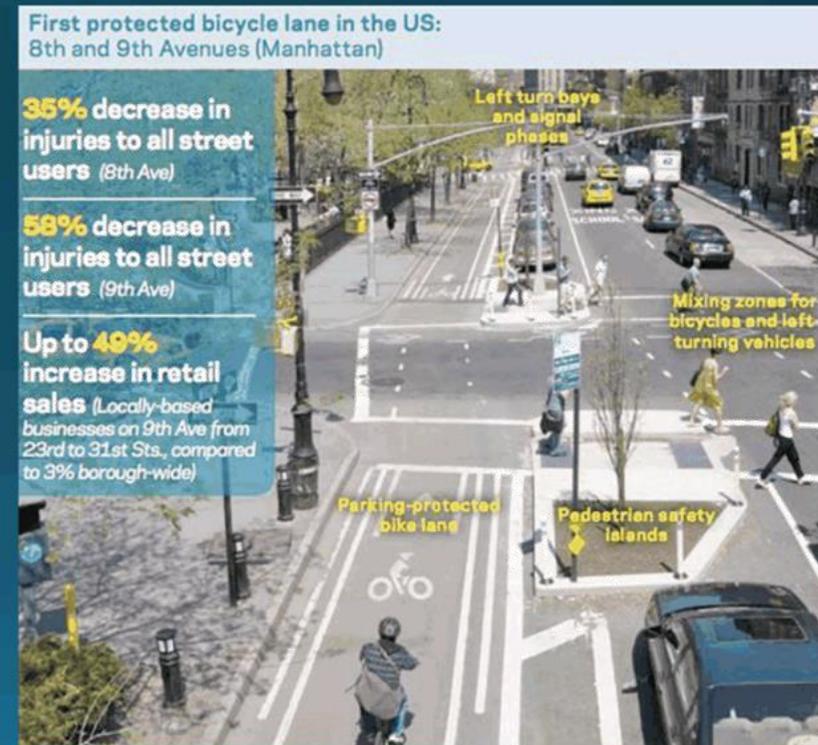
- **People who need to drive:**
 - A reduction of car parking can improve the travel time of both the driving trip and the alternative bus trip.
 - Less of the day wasted in traffic, and the option of public transport might come within reach.
- **People with limited mobility?**
 - In cities with quality active and public transport networks, people with reduced mobility prefer the PT system because they feel more independent than relying on others to drive them.
 - **Mobility parks and parking management** to ensure there are always spaces available are all compatible with a lower overall supply of parking.

Reduced parking is healthier for everyone

- Children can safely walk or cycle to their friends' places, the local parks, their activities and to school.
- Easier for the elderly to walk to local shops, community centres.
- Healthier – by walking, biking = more active, fitter and healthier.
- Less likely to be overweight - health problems
- Less air pollution – respiratory diseases

Less parking benefits retailers too

- A growing number of studies, detect neutral to positive consequences for merchants following bike lane implementation.
- In 2016, Toronto (Canada) removed 136 on-street parking spots and installed a pilot bike lane on a stretch of a downtown retail corridor.
- Monthly customer spending and number of customers both increased.



LESS PARKING MAKES IT BETTER FOR EVERYONE



Globally, scrapping car parking is the latest trend in urban planning

- Wellington is continuing to build more homes with more parking which normalises driving and causes congestion
- Southern suburbs – major increase in infill housing

Where WCC is allowing more homes without parking

NO CHOICE

FAILING to reduce parking to enable better PT and AT infrastructure.

RESULT

- More congestion
- Buses full
- PT cant run on time
- Dangerous for people on bikes
- Slower for walkers as traffic infrastructure prioritises cars

CHANGE IS NEEDED

- Residents ONLY parking extends to 85% of a street
- Limited time parking in remaining 15%
- COSTS for residents parking increased – currently \$2.50 a day
- More flexibility for payments eg quarterly
- Residents pay more for 2nd permit
- Able to purchase 'day passes' for guests
- Limited time free parking only near public facilities, eg parks, pools.
- NO private vehicle on street parking in central city
- Increased disability, delivery, motor cycle, bike parking
- NO parking on key arterial routes
- Enable dedicated bus lanes, cycle lanes, and more pleasant / safer to walk.

RESULT





WELLINGTON CAR PARKING ISSUE

BY Tania Ali
25 June 2020



Why for Deaf needs

Problem for work hours and work meeting if person is prepare on a time work

Interpreters car park for work hour in working car business car park or visitors car park

Costs to pay for the private car park lease or work hour time from reception in hotels or business owners

Cost is expensive for the deaf pay for the interpreters cost why?

Interpreters cant find the road car parking was fully in the city after limit 2 hours?



Page 2

Human rights on car park issue and interpreters costs why?

Wheres the policy for disability deaf car park but why is used for wheelchair only?

Show us the policy for deaf is useful?

Bus car parking and disability car park for deaf and blind but why wheelchair on it? Uber stand car park?

Any questions please? Thankyou to Everyone!