
5. Operational

TRAFFIC RESOLUTIONS - PARKING AND FEE CHANGES. CSC **20 JUNE 2019**

Purpose

1. This report recommends amendments to the Wellington City Council Traffic Resolutions as follows.
 - TR90-19 Oriental Parade (Freyberg Pool & Fitness Centre Carpark) – P240 Metered Parking & P240 Mobility Parking
 - TR91-19 Central Wellington Business District - Increase Coupon Parking
 - TR92-19 Cuba Street – P120 Metered Parking
 - TR93-19 Central Wellington Business District (City Fringe) - Increase cost of metered parking
 - TR94-19 Central Wellington Business District – Increase cost of metered parking
 - TR95-19 Residents Parking and Coupon Exemption Zones - Increase cost of Resident and Coupon Exemption parking permits

The aim of the changes in parking restrictions and parking fee increases are to allow a fairer recovery of revenue across parking areas. The proposals are made in to give effect to the parking proposals presented in the Draft Annual Plan 2019/20.

Summary

2. Six draft traffic resolutions were advertised on 16 April 2019. All feedback received during the Consultation period has been included in Attachment 1. A summary of submissions and officers' responses have been included in the Traffic Resolution reports attached.

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Note the feedback from submitters following the public notification of the proposed scheme in the Dominion Post on 16 April 2019 (refer Attachment 1).
3. Approve the attached amendments to the Traffic Resolutions pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.
4. Note that the result of the Proposed Traffic Resolutions will enable the implementation of the parking fee increases within the Draft Annual Plan 2019/20.

Background/Discussion

3. The Council adopted a Parking Policy in September 2007 which provides a direction for how the Council can manage the limited resource of on-street parking in order to achieve the best outcomes for the city. Parking is seen as a key resource to support a range of Councils strategic outcomes such as economic development, urban development, transport, environmental, social recreation and cultural wellbeing.
4. The Council experiences ongoing pressure to manage on-street parking in smarter and more effective ways in order to make more efficient use of limited road space. It is considered fundamentally important that the City has sufficient customer parking to maintain a healthy retail and commercial sector in the central city.
5. The Parking Policy is currently being reviewed as part of the development of a wider Transport Strategy. This will explore how parking features in road space allocation and how it is prioritised for all users. Varying pricing models will be used to link to these outcomes and broader goals and strategies such as the Wellington City District Plan, Wellington Urban Growth Plan and Let's Get Welly Moving.
6. Council's Revenue and Financing Policy guides our decisions on how to fund services. Under the policy, we take into account who benefits from a service (individuals, parts of the community, or the community as a whole) to help us determine how the service should be funded. The policy sets targets for each Council activity, determining what proportion should be funded from each of user charges, general rates, targeted rates and other sources of income. In line with that policy, in the Draft Annual Plan 2019/20 the parking fee increases are to reduce the burden on general rates.
7. Revenue, through enforcement and meter charges, part funds transport infrastructure costs, for example the cost of providing the city parking amenities, road resurfacing, signs and markings, thereby reducing the rate funding requirement for transport projects.
8. The direct beneficiaries of the Council's parking services are those people who use car parks. These benefits are private and exclusive to the user.
9. Through the Annual Plan process Council agreed to consult on the options outlined in this paper. To allow the Council to implement these options as set out in the draft Annual Plan a separate traffic resolution is legally required. Therefore this traffic resolution process is being proposed in conjunction with the Draft Annual Plan 2019/20 to enable implementation of the proposals if approved.
10. We provide parking to facilitate convenient access to the city by vehicle for residents, local businesses and customers. A growing population and subsequent competing demands on the city's street space (new cycleways, pedestrian-focused developments, priority bus lanes and construction sites) mean parking spots in the city are at a premium while demand and the costs of maintaining the service continue to increase.
11. We need to make the best use of our limited street space and want to encourage more people to walk, cycle or ride public transport, instead of using private vehicle transport and parking.
12. Additionally, the Council's position is that people who use parking spaces should contribute more towards the overall cost of providing on street parking. The Council is therefore proposing through the Draft Annual Plan 2019/20 to increase a range of on-street parking charges to better reflect the overall costs and better manage parking demand across the city.
13. To comply with the Wellington City Council Consolidated Bylaw 2008, the proposed traffic resolutions required to legally implement the proposed fee increase, were

publicly notified in the Dominion Post on 16 April 2019, and placed on Council's website, with the public invited to provide any comments in writing.

Summary of Feedback

14. A significant number of submissions were received for each of the proposals with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city. A number of submitters also commented on their ability to pay increased parking charges, when they are already struggling with a number of other increased living costs.
15. Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of our road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.

Pricing Analysis

16. Pricing for parking meters is set by Council; pricing for enforcement fines is set by the Crown. Pricing is an effective tool in maintaining the level of availability of all on-street spaces. As prices in high demand areas increase, customers will limit their stay; are more likely to use other modes of transport or seek parking spaces in lower cost locations.
17. In proposing changes to fees officers have considered a number of factors.
18. The cost of maintaining our roading network increases each year. This has resulted in an increase in the cost to the ratepayer to maintain our roading network and a reduction in the share parking users contribute.
19. Increasingly, car parks are being permanently removed to allow for the provision of walkways, cycle ways and priority bus lanes, which make it easier to travel around the city, and contribute to our goal of making the city more accessible. While the number of available parking spaces is reducing, demand for parking and the costs of maintaining the service continues to increase.
20. The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. The Council is therefore proposing through the Draft Annual Plan 2019/20 to increase a range of on-street parking charges to better reflect the overall costs and better manage parking demand across the city.

Pricing Options

21. The pricing options considered are detailed as below:
Option 1: Continue with parking fees at their current rates;

By continuing to hold parking fees at the current level the Council accepts the cost burden of providing parking services and maintaining the roading network to the ratepayer.

Option 2: Council increases the fees for parking in ALL of these areas;

The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on street parking.

- City CBD
- City Fringe
- Resident and Coupon Exemption permits
- Coupon parking (including suburban trade coupons)

Option 3: Council increases the fees for parking in SOME of these areas;

The Council accepts the partial cost burden of providing parking services and maintaining the roading network to the ratepayer.

- City CBD
- City Fringe
- Resident and Coupon Exemption permits
- Coupon parking (including suburban trade coupons)

Option 2 reflects the intention of Council when the decision was made to consult on the proposed options discussed in this paper.

Attachments

Attachment 1.	Table for traffic resolutions	Page 346
Attachment 2.	Submissions	Page 354
Attachment 3.	TR90-19 Oriental Parade	Page 438
Attachment 4.	TR91-19 CBD	Page 446
Attachment 5.	TR92-19 Cuba St	Page 449
Attachment 6.	TR93-19 CBD	Page 458
Attachment 7.	TR94-19 CBD	Page 461
Attachment 8.	TR95-19 CBD	Page 465

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SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in a range of Operating Project budgets Policy and legislative implications.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws. Where possible and where appropriate, the Council's transport hierarchy approach is considered and applied, noting that not all resolutions result in improved outcomes for pedestrians and other active modes

Risks / legal None identified. Climate Change impact and considerations

None identified.

Communications Plan

Not required.

Health and Safety Impact considered

Not applicable.

a. Oriental Parade (Freyberg Pool & Fitness Centre Carpark), Oriental Bay (TR 90-19) P240 Metered Parking & P240 Mobility Parking			
Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side commencing 17 metres north of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the building for 44.5 metres. (19 angled parking spaces)	
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side commencing 16 metres east of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the planted area for 13.5 metres. (5 angled parking spaces)	
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Central Parking Bay, commencing 22 metres north and 17 metres east of its southern corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction (both sides) for 45 metres (30 angled parking spaces)	
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side commencing 14 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 10.5 metres. (4 angled parking spaces)	
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side commencing 31 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 28.5 metres. (10 angled parking spaces)	

			spaces).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 69.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 5.5 metres. (2 angled parking spaces).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	Commencing 5 metres west of the north-eastern corner of the parking area (Grid coordinates x= 1749863.7 m, y= 5427479.3 m), and extending in a westerly direction following the formed sealed section for 5 metres. (2 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only, at all other times.	East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only, at all other times.	East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0

			m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 8.3 metres north of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the building for 52.5 metres. (18 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	West side commencing 16 metres east of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the planted area for 12.5 metres. (5 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	Central Parking Bay, commencing 22 metres north and 17 metres east of its southern corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction (both sides) for 45 metres (30 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 14 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 10.5 metres. (4 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.	East side commencing 31 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly

			direction following the formed kerb for 28.5 metres. (10 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side commencing 69.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 5.5 metres. (2 angled parking spaces).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Commencing 5 metres west of the north-eastern corner of the parking area (Grid coordinates x= 1749863.7 m, y= 5427479.3 m), and extending in a westerly direction following the formed sealed section for 5 metres. (2 angled parking spaces)
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only at all times. P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
	Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	Mobility parking – displaying an operation mobility permit only at all times. P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).
b.	Cuba Street, Te Aro (TR 92 -19) P120 Metered Parking		
	Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 9 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction

			following the kerbline for 8 metres
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 24 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 48 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	East side, commencing 78.5 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 15.5 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 12 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 25 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 38.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 19 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 67 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18.5 metres.
	Cuba Street	P90, Maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00am, Saturday and Sunday	East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and

		8:00-6:00pm	extending in a southerly direction following the kerbline for 25.5 metres.
	Cuba Street	P60, Monday to Saturday 8:00am - 6:00pm.	West side, commencing 7 metres north of its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 38.5 metres.
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cuba Street	No Stopping, At All Times	East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 9 metres.
	Cuba Street	No Stopping, At All Times.	West side, commencing from its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 7 metres.
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cuba Street	No Stopping, At All Times	East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 6 metres.
	Cuba Street	No Stopping, At All Times	East side, commencing 85.5m south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 5 metres.
	Cuba Street	No Stopping, At All Times	West side, commencing from its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 9 metres.

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 6 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 11 metres.
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 24 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 48 metres.
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	East side, commencing 80 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 5.5 metres.
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 12 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 25 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	West side, commencing 38 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18 metres.
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am	West side, commencing 67 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m,

		- 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18 metres.
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 24 metres.
	Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm	West side, commencing 9 metres north of its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 36 metres.

Traffic Resolutions – Parking and Fee Changes (TR90-19 to TR96-19)

Category Name: 1-TR 90-19 Oriental Parade (Freyberg Pool), P240 Metered Parking		
Decision Sought	Number of submitters who selected this option	%
Yes	109	38.93%
No	171	61.07%

1-TR 90-19 Oriental Parade (Freyberg Pool), P240 Metered Parking

Response	Percentage
Yes	38.93%
No	61.07%

Submitters for this question
<p>No</p> <p>1 - Peter Kelly: There is no reason to provide free parking here that is better than coupon parking. The proposal is too generous. It should not exceed P120 if it stays free.</p>
<p>No</p> <p>2 - Bryan Pope: I completely disagree. This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.</p> <p>There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration feed and levy those hire bikes and e-scooters.</p>
<p>Yes</p> <p>3 - nathan rose: I support increasing the cost of parking as we should not be encouraging people to drive. The cbd needs to be less car friendly and onstreet parking should be reprioritised for wider footpaths, cycleways and bus lanes, not storing peoples private vehicles.</p>
<p>No</p>

<p>5 - Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!</p>
<p>No 8 - Abi Armory: Simply another tax on the poor. We will no longer be able to afford to park at home as we are students and won't be able to afford the resident park renewal. We also rarely park in town due to the current expenses so why you are considering putting up more is shocking. We will have to move out of Wellington if this is the parking proposal, Wellington will become unaffordable for young people and families. Good one!</p>
<p>No 9 - Bonnie Lee: The cost of living in Wellington is already breaching means. It is a beautiful city and the council needs to take care of its residents. Many people, like myself, have to pay for residents parking as my property does not come with parking.</p>
<p>No 12 - Ash Wang: Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!</p>
<p>No 13 - Jakab Chesterman: It's a joke increasing resident parking prices, as someone that flats in central Wellington finding parking is difficult and already painfully expensive. My pay has just gone up for the first time in 4 years thanks to minimum wage going up, now a chunk of that would go towards paying more for parking for my car and less of that extra money can go towards actually enjoying time in town, going to cafes and galleries with my family, it might seem like a small increase but that small amount seriously hurts people already on limited budgets.</p>
<p>No 19 - Shaun Swan: it's so expensive already for parking and rent that increasing it will be hard to fit into budget that is already so tight.</p>
<p>No 21 - rachael jones: Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.</p>
<p>No 22 - Sheridan Irain: there is no need for metered parking around this area</p>
<p>No 23 - Olivia Mellor: Owning a car to get to and from work and visiting my family out of the cbd is becoming more and more cost prohibitive. I need a car to transport my father who has had a hip replacement and can't use public transport comfortably. I struggle to understand why the council, who is meant to represent the best interests of the people it represents, is continuing to punish people. Even someone visiting the city and paying for hourly car parks would be deterred by the sky high pricing. I understand this is to help pay for the future development of the city but the majority of the people who need resident parking are not the people who should have to pay for it in my opinion.</p>
<p>No 26 - Dan Squire: Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life</p>

<p>No 36 - Steffi Van Lith: Stop making things harder for people in an already tough economy</p>
<p>No 37 - Jason Coleman: Why should we be charged for parking and using a council owned facility</p>
<p>No 39 - Matt Toole: Honestly, leave it as is. Charges on charges for parking are in this city. And the parking prices are unreasonable and already forcing people to go elsewhere out of Wellington. Do not kill off our central beaches too.</p>
<p>No 40 - Carl Howarth: 240 is too long and will encourage people to use the parking as long stay spaces</p>
<p>No 41 - Grace James: I think there is little benefit to the current system for residents, and it's questionable if there is any benefit for the city itself or the health region. There's no point increasing meter and resident parking costs as it will be a huge disadvantage to people who work in the central but live outside of the CBD, it'll be difficult for students, for people with beneficiaries, for tourists, for general population whose anxiety will increase on the daily by thinking of constantly moving their cars every couple of hours so they don't get ticketed. It increases gas pollution, too. The current pay model doesn't make any sense, the city simply isn't big enough to suffer from a major shortage of parking, and the city's downtown could benefit from getting more people into businesses in the area. People are already suffering with petrol prices hence the increase of petrol drive-offs. They're also suffering with the early bird parking and the current meter parking. Getting ticketed is already too common in the CBD There's too many economical disadvantages in the CBD community with commutes, gas/fuel, and rent. I think it's best to revise this option. Please do not do it. It's a huge disadvantage.</p>
<p>No 42 - Grace Cantrick: personally, as a student the financial struggle is overwhelming. I rely on having a car as transport to my part time job. Without my job I would have to fully rely on my student loan to cover all my expenses. Paying for residents parking I believe is already steep as we already have to pay a steep rent to live in Wellington. I do not believe this increase will benefit many people</p>
<p>No 50 - Abby Malcolmson: The cost of living is high enough</p>
<p>No 51 - Sian Parry: stop increasing parking prices, nobody wants to be in the city anymore</p>
<p>No 53 - Brooke Stoddard: Raising the price by such an amount is unfair considering the amount of students who need to pay for parking who are already struggling, like myself.</p>
<p>No 54 - Jarrod Bidois: parking is too expensive already</p>
<p>No 60 - Eduardo Gutierrez: There is not enough parking space to make sense of this increase, residents shouldn't have to pay more and still not have enough parking space available for them.</p>

<p>No 66 - Angus Lindsay: Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.</p>
<p>No 70 - Sophie Greaney: Why make it more expensive for people to enjoy a nice day</p>
<p>Yes 71 - Victor Chang: Sounds reasonable</p>
<p>No 73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.</p>
<p>No 74 - Guest O'Connor: should be free. It's out of the city centre</p>
<p>No 75 - Jolon Behrent: Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.</p>
<p>No 84 - Milind Gandhi: it's really large amount to go out</p>
<p>Yes 87 - Connor Wallis: Not relevant to me</p>
<p>Yes 93 - Nicola Stout: Even though the pool is a public pool the gym is not a public gym. Places like this are "luxury" entertainment or other activities. If you're going to park there you should have to pay for parking as well.</p>
<p>No 105 - Jess Malcolm: wanting people to pay \$3.50 to \$4.50 an hour for parking is absolutely ridiculous. As well as it is ridiculous to expect more from resident parking. There is very limited off street parking in Wellington and by upping the price just to get more money it puts the poor lower then where they already are. This is so stupid, do not go through with it.</p>
<p>No 108 - Daniel Marshall: I believe that an increase in cost of street parking harms the less fortunate as more affluent people have off street parking anyway</p>
<p>Yes 109 - Kurt Sharpe: I support this proposal with an exception for people with disabled parking authority.</p>
<p>No 112 - Guest Gray: parking is expensive already. please find better ways to pay for councilor's mis-spending.</p>
<p>No 116 - Joanne Purcell: The bus service needs to be fixed so that buses are reliable before the cost of parking is increased.</p>
<p>No 118 - Jack McPherson: Parking is already scarce and unaffordable and as a student I cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p>No 119 - Rhondda Labone: The parking costs are quite substantial now and more will keep future people away</p>

<p>from the city centre, many are going to Queengate and Porirua now for free parking and not having to fight those stupid parking machines.</p>
<p>No 122 - Scott Priddle: with parking being paid 7 days a week it's hard for families to take advantage of the weekend peak hours to use these facilities, as there are so few free parks left and the cost of parking is so high</p>
<p>No 124 - Craig Sefton: stop being so ridiculous. Are you putting more parking in? No. You actually just removed a whole lot. Charging more for less parking. You should all be ashamed, and looking for new jobs. You are supposed to work for the people of Wellington, not constantly fuck them over, don't forget that.</p>
<p>Yes 127 - Dan Lord: Yup, looks good</p>
<p>No 129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p>No 130 - Courtney Hutchinson: I think it's ridiculous to charge us residents even more, please have some morals WCC</p>
<p>No 136 - Grace Harcourt: Please stop. The fares are outrageous enough already.</p>
<p>Yes 137 - Ashton Abou-Antoun: 2 Hours is the maximum amount of time most people would need to spend at the gym or swimming pool.</p>
<p>No 138 - Samantha O'Hara: Parking is already incredibly expensive!!!</p>
<p>Yes 141 - Katherine Mitchell: Who is spending over two hours at the gym?</p>
<p>No 155 - Phoebe Archibald: Wellington's parking is already very high in price and making it higher again will make the city in assessable for people who cannot pay high fees</p>
<p>No 163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we aren't all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p>No 171 - Matthew Dean: Situation: As well as serving the swimming pool and gym, the Freyberg carpark also serves Freyberg Beach and the adjacent piers. Freyberg Beach is the only central sand beach/picnic area/playground that has reasonable parking to a mobility impaired access.</p> <p>Problem being created: Allowing P240 will effectively mean first in best served for evening access. (e.g. if arriving after 2pm or 4pm Friday, parking will be extended until after the limit of beach use utility). This beach appears busiest in the late afternoon/early evening, and on many evenings the carpark is full, or close to full,</p>

<p>during this period. Many beach users are not competing with the discouraged commuter use that this change seeks to address.</p> <p>I believe that by extending the parking time limit, beach user access will be restricted. Particularly this will affect users of the above facilities coming after work, school or preschool.</p> <p>This effect has not been identified in the consultation.</p> <p>Partial support: I support removing any unfair situations, including where commuters can park all day without paying fairly.</p> <p>Possible solutions:</p> <ol style="list-style-type: none"> 1. Retain P120 either in whole or part e.g. the beach front spaces, and/or; 2. Increase the number of mobility parks.
<p>No 174 - Calib Pomana-Wesley: This is just revenue collecting. Weekend parking has been added and enforced harshly.</p>
<p>No 175 - Jasper Healey: Cost of food and rent rising we can barely afford anything what with the blatant corruption around the Shelly Bay development and now this! no way am I voting for anyone currently in city council next bi election</p>
<p>No 183 - Lorraine Loveridge: Are the council trying to encourage people to not come into the city. Since the bus service is screwed from Karori these days we never use it and with the amount of car parks most in the City plus increase of parking charges it really does not encourage me to come to the city. I used to spend a lot of time and money in the city but tend to avoid the place these days.</p>
<p>No 185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.</p>
<p>No 187 - Tai Weyde: I don't support the increased cost of parking. It's rough enough as it is with crazy parking prices</p>
<p>No 190 - Guest Osborne: It is unreasonable to put up the prices, it is already high enough as it is. Please actually think about what you are doing, not everyone earns as much money as you do</p>
<p>No 195 - Blair Richardson: How about you cut pointless spending and wasting public funds before you increase parking. This is on top of the increase to rates and is making Wellington too expensive to live in.</p>
<p>No 199 - Guest Randall: metered? if it was a free public pool sure but pay for parking and pay for the pool. come up with an actual solution.</p>
<p>No 200 - Flynn Everingham: It's ridiculous, parking meters are already too much and as a student I struggle to see how im going to be able to continue to keep a car that I need for transportation, if anything prices/ticket</p>

prices should be decreased
Yes 201 - Jeff Soukotta: Makes sense - allows for higher turnover hopefully.
No 203 - Guest Last: 2hrs free should be available to all users not just Freyberg pool/ gym before any charges apply. This is a council run facility and should not get special rights.
Yes 207 - Julia Stevens: This is the only proposal that seems logical and has fair reasoning.
Yes 214 - Flavia Figueiredo Machado: there is no free parking someone is always paying for that
Yes 231 - Ross Wakefield: This proposal should help increase turnover of carparks and prevent it being used as all day parking by Gym/Pool members.
No 235 - Vanessa Harrold: All parking around Freyberg Pool should be metered so then it is fair to everyone looking for parks.
Yes 238 - Patrick Morgan: This will assist with turnover of parks and make them available to more people.
No 245 - Natasha Wall: This area should remain free parking.
No 247 - Stephen Carey: another stealth tax enough is enough
Yes 254 - Guest Cook: I think it's a bit silly to remove car parking spots in a place that gets absolutely packed in the summer. But I'm not overly opinionated on this one.
Yes 264 - Guest Chan: 2 hours ample time
Yes 268 - Magenta Mudgway: However I feel that 2 hours free parking is unfair and 3 hours (4 max) should be afforded to encourage those who are wanting to spend a long time at the gym and then pool.
Yes 269 - Archibald MacLean: I agree with this proposal.
Yes 275 - Eleanor Laban: Yes, I agree with this, although I think there are unintended consequences with any parking time limit which lead directly to more congestion and emissions as people have to needlessly shuffle between parking spots every two hours. There are circumstances where people need or want to be in vicinity for longer than 240 minutes and you will need to make allowances for this reality. Also, Club Active members have entered an agreement for benefits including car parking under the current conditions. It's not clear how they will be compensated for having benefits reduced.
Yes 283 - Grant Buchan: I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is

<p>covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.</p>
<p>No 287 - Ida Korner: parking in town should not be increased. The rates are already high</p>
<p>Yes 297 - Zoe Mack: Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p>Yes 298 - Patrick Wilkes: It seems reasonable to limit parking in this high demand area.</p>
<p>No 304 - Alistair Stewart: Reduced time limit does not allow for the lived experience of people with disabilities. Car/chair transfers and self care and bathing/dressing can all take long beyond the time it would take 'able bodied' people to perform a visit to pool, exercise or recreation activities.</p>
<p>No 306 - Eamon Lyons: I am submitting against the proposal to raise parking pricing.</p> <p>The Council has already negatively affected out business and those of hundreds of also business owners in the CBD by removing free parking at weekends. This has driven our customers away from the CBD on Saturdays. The original intent to make parking free was to bring people into the CBD at weekends. What remove it?</p> <p>Now with this proposal, the intent is less gas emissions and too increase revenue</p> <p>1. The bus service needs at least another year before process go up. The current bus service is abysmal.</p> <p>This includes council owned infrastructure which supports the bus services. By that I mean new bus shelters (Kilbirnie, Onepu road) which consistently leak when it's raining.</p> <p>2. It again will drive people away from CBD businesses. This council should be working to promote business and this price increase has the opposite effect.</p> <p>3. Young families whose parents bring kids to school will be adversely affected by the new increase.</p>
<p>Yes 309 - Ben Zwartz: Drastic changes are needed everywhere to actively discourage car travel, and level the playing field for other road users, especially on the busy and popular waterfront</p>
<p>Yes 320 - Benjamin Johnson: I am not affected by these changes, but I think it sounds like a reasonable proposition.</p>
<p>No 337 - Nick Vause: Why are you proposing increasing the cost of parking for people who travel from outer suburbs and nearby, when the alternative of public transport is experiencing a continued deterioration in service?</p> <p>Currently, if I travel from Porirua, it takes less than 30 minutes by automobile. If I use public transport, it takes me well over an hour to get anywhere within the city, due to the disconnected mess that is public transport</p>

<p>service on the weekend, where trains and buses run infrequently, or buses fail to make their connection.</p> <p>Sort the public transport situation out before you start collecting more money, and stop giving us the excuse that "It's GWRC's problem".</p>
<p>No 340 - Sue Varney: It is already difficult to find a space here when wanting to spend an hour at the pool. I strongly do not support this.</p>
<p>Yes 345 - Tristan Campbell: Totally fair and reasonable. Means more car park turnover so more opportunity for more people to park</p>
<p>Yes 348 - Kelvin Payne: It would be in line with the user pays parking within Wellington CBD to put a time limit onto the parking.</p>
<p>Yes 354 - Katharine Amos: This will be fairer for everyone wishing to park on Oriental Parade</p>
<p>Yes 358 - John Milford: By way of comment, the Chamber shares the concern that is set out in the introductory overview text, that "increasingly, parks are being permanently removed to allow for the provision of walkways, cycleways and priority bus lanes," but do not share the view that follows this statement, that this "make[s] it easier to travel around the city, and contribute to our goal of making the city more accessible." The Chamber finds that this is not only odd given the city's current transport infrastructure challenges but highlights a broader concern of the Chamber and its members. Parking in the CBD has been an issue for some time, the lack of availability has only been compounded with the loss of major car parking buildings due to the earthquakes. Chamber members regularly voice their concern to us through our quarterly business confidence surveys, feedback such as "the significant loss of parking facilities, is making the city a very unfriendly place to meet in."</p> <p>Regular meetings held with Council, of CBD retailers and hospitality representatives, regularly canvas this as a growing unresolved issue and a turn-off for customer attraction. The Mayor's own Wellington Summit report lists "transport and parking as a challenge."</p> <p>In short, the Chamber will repeat our previously stated position, we will not support the removal of any more carparks until the Council has a CBD-wide strategy to mitigate the concerns and also takes satisfactory steps to address the current parking shortage. To this end we believe that the Council needs to urgently undertake a stocktake of car parking and put in place a CBD-wide strategy with urgency. Given the parking technology Council has in place we believe Council is in a strong position to undertake this review with smart data modelling and solutions.</p> <p>We would also like to understand the other comment made in the introductory text, that "While the number of available parking spaces is reducing, demand for parking and the costs of maintaining the service continues to increase." Given the information provided in the supporting documentation is fairly limited, we would like to better understand what is driving these costs, what these costs are, and how the increased pricing models proposed will go in some way to cover this expenditure. We would hope that such data has been considered as part of these policy changes</p> <p>To consider how often the car parks are used and the general demand there is for parking in the affected zones, and how these changes and increases will impact this. Again, we strongly urge Council to come around to the view that a broader parking review is required, if not overdue. We support the Council's position, that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. The Chamber would point out that goods and services of a largely private good nature (such as public carparks) should ideally be principally paid for by users. On the other hand, goods that clearly meet the</p>

definition of public goods are generally best funded by ratepayers, if they benefit a region, or by central government (taxpayers), where they constitute a national public good (e.g. national defence systems). The distinctive features of public goods are first, non-payers cannot easily be excluded from receiving the benefit others pay for (that is, public goods are susceptible to free riding) and second, one person's consumption does not reduce others' consumption opportunities. These are known as the non-excludability and nonrivalry characteristics of public goods. Public carparks, by contrast, are still largely in the nature of a private good and users can be charged for using them.

As a general economic principle, individuals and companies should bear the full costs associated with their behaviour (i.e. costs should be internalised) or individuals will overconsume resources if they can shift costs on to third parties. Management of car parking is no different in this respect. In order for individuals to make rational decisions about carpark use, they should ideally bear the costs (and benefits) associated with specific use options. There is no doubt there are limited city parks, in part a result of traffic resolution changes and earthquake damage, but it is clear that there is demand and need to ensure better turnover. Paid parking helps ensure there is fair turn-around of spaces. In summary, the Chamber supports the Council's proposal through the draft 2019/20 Annual Plan to increase a range of on-street parking charges, and supports the view that this will better reflect the overall costs and better manage parking demand across the city.

Category Name: 2-TR 91-19 CBD, Increase Coupon Parking								
Total number of points: 311								
Decision Sought	Number of submitters who selected this option	%						
Yes	62	20.00%						
No	248	80.00%						
<div style="border: 1px solid black; padding: 5px;"> <p>2-TR 91-19 CBD, Increase Coupon Parking</p> <table border="1"> <caption>Bar Chart Data</caption> <thead> <tr> <th>Decision</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>20%</td> </tr> <tr> <td>No</td> <td>80%</td> </tr> </tbody> </table> </div>			Decision	Percentage	Yes	20%	No	80%
Decision	Percentage							
Yes	20%							
No	80%							
Submitters for this question								
<p>Yes 1 - Peter Kelly: This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.</p>								
<p>No 2 - Bryan Pope: I completely disagree.</p> <p>This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.</p> <p>There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration fee and levy those hire bikes and e-scooters.</p>								
<p>No 5 - Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be</p>								

<p>coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!</p>
<p>No 6 - David Moon: The price increase does not reflect the possible cost to deliver services for on street parking. A gradual increase over a number of years is both more reflect of cost increases over a period of time, and better accepted by the public. What this reflects is an increase in pricing to cover other areas of the Council which may not be efficiently run.</p>
<p>No 10 - Reuben Marra: Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.</p>
<p>No 11 - Kathryn Palmer: hell no this is already a scam for the council take money from those who need their own transport</p>
<p>No 12 - Ash Wang: Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!</p>
<p>No 13 - Jakab Chesterman: Expensive enough already, you just removed weekend free parking how greedy are you guys?</p>
<p>No 16 - Kirsten Sharma: Having recently has my residents parking taking away I have been left stranded. I have a lot of health issues and struggle to get anywhere without my car. I have withdrawn from my study at the University this year however I know that Hopper Street has many students residing there and have cars. It will be unfair and unjust for them to have an increase in their costs especially that the amount people can receive with a student allowance or loan is barely enough to combat the rising costs of rent and more expensive standard of living,. Please consider the families who cannot afford to pay petrol and cannot afford to put food on the table because of their increasing fees and costs</p>
<p>No 19 - Shaun Swan: Too expensive as is.</p>
<p>No 21 - rachael jones: Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.</p>
<p>No 22 - Sheridan Irain: It is already super expensive as it is and increasing it even more for no beneficial reason to the public really sucks</p>
<p>No 25 - Izzy Vekony: I currently pay \$129 a year to park outside myself, but you know what? Half the time I don't even get a park because the street is so packed. Paying \$129 a year to not get a guaranteed park outside my house is already ridiculous, to increase it to \$190 is just greedy. Our flat is \$750 a week, for 3</p>

<p>bedrooms, two of us pay for parking. We are students and are already scraping to get by. Increasing the parking is just going to make it worse. The government say they're trying to help students, but really you're all just making it worse as you're not co working with one another. Raising it to \$190 won't only put strain on students, but also families living in the area. You've already made new rules around weekend parking and do now do this is just selfish and greedy. THINK AOUT YOUR COMMUNITIY!</p>
<p>No 26 - Dan Squire: Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life</p>
<p>No 28 - Ashley Riddell: Coupon parking is so spirattic as there's no guarantee that a park will be available although I have paid for a space</p>
<p>No 30 - Keegan Connor: It is costing people enough already to live day to day with increased rent and fuel prices therefore making it harder for people who require cars for transport to get to work, school etc to afford to both fuel up their cars and park them. It makes no sense to raise the price of parking in my opinion so this proposal should be disregarded indefinitely.</p>
<p>No 35 - E Solomon: A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.</p>
<p>No 36 - Steffi Van Lith: No, people require parking for whatever personal reasons. Increasing parking costs increases financial strain</p>
<p>No 37 - Jason Coleman: Rent is already massively expensive especially in the CBD, you are just increasing poverty amounts. Its will be incredibly difficult for students to be able to even live a normal life when they will be living on less than paycheck to paycheck</p>
<p>No 39 - Matt Toole: as advised before. You are taxing those who cannot park in residential but still need on street parking. Prices are already at a premium.</p>
<p>Yes 40 - Carl Howarth: Increase needs to reflect the real, social and environmental costs of owning and parking a car on road in a city, and send a price signal to minimise car ownership. I would recommend an increasing cost for every additional coupon at the same address. Melbourne is an example of where this is used. This encourages shared car use.</p>
<p>No 42 - Grace Cantrick: I think this is a poor idea and again is just taxing the poor who can't afford a garage</p>
<p>No 43 - E James: For most, living in Wellington is already expensive due to rent prices. Having to pay to park your car outside your house is already expensive compared to other cities. It's just not affordable for those on lower incomes like me. It would eat into my personal money for things like medical bills and healthy foods.</p>
<p>No 47 - Georgina Kelly: It's hard enough for people to find a park for work or close to where they live as it is. And people are paying heaps for rent so it's always an extra expense.</p>

<p>No 51 - Sian Parry: stop increasing parking prices, nobody wants to be in the city anymore</p>
<p>Yes 52 - Joseph Shannon: While I agree with the proposal, the costs remain vastly too low. \$200/year to purchase a right to use so much public space is far too little.</p> <p>Nevertheless, the daily charge increase (which is much more impactful) may prompt some users to park just outside of the coupon zone. This is inevitable as the zone has to stop somewhere. I do, however, have a concern about Carlton Gore Road. Parking on CGR during the week, in particular the lower section, is almost entirely used by those parking for the day but wishing to avoid paying for coupon parking. This is a tight road used significantly by cyclists. I would encourage the council to consider removing parking from this road, or alternatively, including it in the coupon zone.</p>
<p>No 54 - Jarrod Bidois: Parking is too expensive already</p>
<p>No 56 - Auroara Dale: As if it's not already expensive enough. Half of us are students who can hardly afford to live!</p>
<p>No 57 - Charlotte Christiansen: This increase will directly affect me as a yearly coupon holder. As a student, this cost will exceed my budget and will force me to consider not having a car. This would directly affect my life and my housemates lives as we would not have a mode of transport anymore.</p>
<p>No 62 - Emma King: parking is expensive enough and should not be increased</p>
<p>No 63 - Isabella Sutherland: Increases to Coupon Parking charges discourage people from coming into the city and surrounding areas to spend money, especially on the weekends with the introduction of Paid Parking.</p>
<p>No 66 - Angus Lindsay: Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.</p>
<p>No 68 - Krysana Hanley: The costs of cars alone and the parking as it stands is already a major cost for owners. Also, those who need cars for work, mobility or even leisure shouldn't have to pay more just because their residence doesn't have a driveway/parking.</p>
<p>No 71 - Victor Chang: Increasing to \$12 a day would make them roughly the same price as private (e.g. Wilsons, carpark) all day prices - the council supplied option should always be cheaper</p>
<p>No 72 - Milla Bertoldi: Wellington City Council is clearly trying to milk as much money out of the residents of Wellington as they can. It's disgusting. You've marketed Wellington as "The coolest little capital" but thanks to WCC it should be "Most expensive little capital where the council hardly cares about anything other than making money". Was getting rid of free weekend parking not enough? Genuinely disgusting behaviour.</p>
<p>No 73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.</p>

<p>No 78 - McKenzie Hughes: Just because there are people out there making more of a profit from carparking doesn't mean you have to also charge us more, quite often my job requires me to work 12pm till a minimum of 8pm in the CBD, I drive and park in coupon parking, now I do this because I have to get home to my 2 year old daughter and pick her up from her grandparents otherwise I would have to wait for the 8.35 train home and not get in till well after 9, now if I have to stay later I have to wait for the 9.05 train. I drive and park in coupon parking because it is the only decent priced parking anywhere in Wellington, the proposed changes will begin to mean I have to pay \$60 for one week of parking compared to the price of 42.50 this \$17 is needed especially in this time. I didn't mind the price lift last year of a dollar but this increase is far and beyond drastic please don't put it up by that amount</p>
<p>No 79 - Jessa Thompson: I can already only just afford to pay for coupon parking as it is I definitely won't be able to pay the increased rate. I am certain there will be plenty of others who also cannot afford it. As there is no possibility for me to park at my house (we do not have a garage, carport or even a driveway) this is entirely unacceptable for me.</p>
<p>No 82 - Sue Stannard: The current cost of coupon parking is already very high. Often when I use coupon parking I have to walk a fair distance or catch a bus (more expense). Under the proposed changes if you needed to park for three hours you might as well park in the CBD for the same amount. If you want to increase the cost for those that park all day you could consider making the first three hours free so as not to overly penalise those that only need to park for a shorter time.</p>
<p>No 83 - Holly Mcwhirter: already pay so much. Why put it up? Students are already struggling with rent prices. It's not fair and I just</p>
<p>No 84 - Milind Gandhi: large amount is getting increased for residential</p>
<p>No 86 - Ellen Cox: I do not agree with this increase well above inflation. I cannot afford private parking and with two children to collect in the evening park and walk/ride from a coupon parking location to juggle work with collecting children. I could see justification for an increase by a dollar per day or up to \$150 a month but the price you are suggesting, especially to park well outside the CBD (Glenmore and Chaytor Street for example) is extortion.</p>
<p>No 87 - Connor Wallis: The current rate is already too much. Why should I need to pay to park outside my own house? Lower the cost if anything</p>
<p>No 88 - Tamara Wilson: coupon parking costs enough as it is per day. Considering Wellington has two university campus's within Wellington City it is students who are having to fork out \$50+ a week to park because they can't rely on your ridiculous failure of a bus system.</p>
<p>No,No 89 - Stacey Parbhu: Although I could support an increase in coupon parking, this increase is exorbitant. Considering it was only recently raised, this proposal is too much. Especially considering the current state of buses in Wellington as well, the public transport options are somewhat limited as well.</p>
<p>No,No 89 - Stacey Parbhu: This change makes it prohibitively expensive for apartment dwellers to own a car in the CBD and keep their cars parked in coupon parking zones. Not being able to get out of the city regularly and being stuck in the hustle and bustle without renting a car harms mental health. It would have a huge impact on my life.</p>

<p>No 91 - Darren Stafford: Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its costs in this area.</p> <p>It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has our property. So have our rates. But it doesn't mean that the costs of administering them have gone up.</p> <p>Spots within the CBD, which were previously free on weekends, are now charged for. It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.</p>
<p>No 93 - Nicola Stout: parking in those areas are already sparse and expensive for residents. If you're going to increase Resident parking prices then you need to increase the number of resident parking available in the areas you've highlighted will be impacted. So far there is not enough in Newtown which is a densely populated area.</p>
<p>No 98 - Janelle Brown: Expensive enough, especially paying university students. There is no real definement on where this extra money is going</p>
<p>No 101 - Rebecca Lyons: This is unnecessary. I can't see how this increase is justified and wish to see a detailed explanation of how this figure was arrived at and what the extra cost will be used for.</p>
<p>No 102 - Mara Kerschbaumer: This increase is insane. Especially for those who are renting, or students who have cars- how do you expect a student or any person living pay check to pay check to front up this extra amount.</p>
<p>No 113 - Emma de Wit: You have a booming population of young Wellingtonians who are already struggling to afford to live in the city. This is another way to continue this and make Wellington inhospitable for those who need vehicles for mobility.</p>
<p>No 116 - Joanne Purcell: The bus service is unreliable</p>
<p>No 118 - Jack McPherson: Parking is already scarce and unaffordable and as a student I cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p>No 122 - Scott Priddle: With the mix of council and private parking so abundant in the CBD, Keeping the council parking lower but having the time limited means that everyone can easily come into the city for a quick errand, and if longer term PARKing is required, the more expensive car park buildings allow this.</p> <p>Increasing the cost of street parking with the already high cost of fuel in Wellington makes car ownership around the CBD feel like a punishment</p>
<p>No 123 - A Kelly: Residents and visitors are already paying enough to park in the crowded streets of Wellington</p>

<p>Yes 127 - Dan Lord: Yeah, looks good, maybe go higher</p>
<p>No 128 - Kirsty Rose: Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.</p>
<p>No 129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p>No 130 - Courtney Hutchinson: I think it's ridiculous to charge even more, please have some morals WCC</p>
<p>No 132 - Jennifer Prince: Coupon parking should not be increased. A chunk of people who come in and work in town are either on minimum wage or in a medium wage bracket struggling to make ends meet. Some companies offer car parks but even then that is limited to the people in upper management. Paying for parking takes a big chunk away from your pay packet. I myself before I moved into town needed to be at work at 5am where there is no public transport available. My solo parent friends bring their cars in so if there is any issues with their children they can leave straight away. The public transport system isn't cheap, reliable or effective currently. When it's cheaper to stay at home and not go to work because parking is too expensive than that's cultivating a non working culture..... less people in jobs more money being spent on welfare. Getting a job closer to home is a luxury not a given. Even getting a house closer to your work is almost impossible. Leave it as it is the increase last year has already made an impact on people.</p>
<p>No 133 - Chelsie Burnett: It is already expensive enough to park in cbd. An increase will make it near impossible for some people.</p>
<p>No 138 - Samantha O'Hara: Parking is already incredibly expensive!!!</p>
<p>No 141 - Katherine Mitchell: I don't think you should be gaining anymore revenue off of people who live and work in the city. House prices are already high enough, why do you expect people to pay even more to be able to park in front of their house?</p>
<p>No 143 - Celeste Derrell: I already pay \$50 a week for parking when I work in cbd. I find that rate ridiculous. This increase is not okay with me nor with other people in the community</p>
<p>No 145 - Anna Gilmour: it is already quite expensive for lower income people to afford parking in the city</p>
<p>No 148 - Hannah Megennis: There's hardly any coupon parking and it's already expensive and as your bus system is no longer reliable it means people now have to drive in which is already costly</p>
<p>No 151 - Courtenay Parkes: it is already extremely expensive</p>
<p>No 153 - Cristopher Tika: Rising the coupon parking will cause the rise all other parking building fee. If I own a parking building, and I know the street parking price increase, I would increase my parking fee.</p>
<p>No 155 - Phoebe Archibald: Already too expensive</p>

<p>No 156 - Ariana Abbott: This is already expensive as it is and saw an increase in the last year!! Outrageous. As someone who has to pay residents to park near my house, and then ALSO coupon to park near work this is just ridiculous. The increase isn't even a marginal increase. \$70 more a month out of the blue is not ok!</p>
<p>No 159 - Gabrielle Watson: Already costly enough plus you actually have to then find a coupon park!</p>
<p>No 162 - Danielle Forde: I do not agree with this. This increase, along with massive increases in fuel prices and rental prices make wellington a less affordable city.</p>
<p>No 163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we arent all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p>No 166 - Zach Yearbury: As a student who regularly drives from coupon parking in the Thorndon area to Kelburn region a coupon parking price rise see my ability to live within my means of income diminished. This will lower my food and rent budget by around \$18 per week. There is no parking apart from this for my building complex and it is often filled with people from outside of town using the parks. If coupon parking is paid for monthly (as I do) there should be no restrictions (an allowance for parking in hourly paid spots for free) while there are no free coupon parking spaces in my area until they are free in the evening. I often find that If I return home early from university I am having to pay upwards of an extra \$5 a day on top of the coupon parking I already pay for. Rather than suppling purely residential parks this should be extended to those living in multi apartment buildings to restrict single person commuter vehicles from taking up space.</p> <p>I understand that bus services run from close to my area of living but the cost of this outweighs coupon parks when they are available. A lot of the places that are provided residence parking have parking provided with their places of residence but are not utilised by them. Overall there should be higher incentives/cheaper public transport options to possibly negate the use of non-local vehicles coming onto the city and taking up spaces required by those who regularly travel across town and away from the city on longer trips (e.g. further north than the wider Wellington region).</p>
<p>No 169 - Elliot Smith: It makes it harder for disabled people, many of whom are on reduced incomes, to access the city.</p>
<p>No 175 - jasper healey: cost of food and rent rising we can barely afford anything what with the blatant corruption around the shelly bay development and now this! no way am i voting for anyone currently in city council next bi election</p>
<p>No 185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.</p>
<p>No 186 - Oscar Grant: The only reason I have a car is because I commute to Upper Hutt every morning at 7am. Public transport is terrible and doesn't serve my needs. This is an unfair increase and is not justified as I</p>

will not see any improvements/
No 190 - Guest Osborne: is the same as i said before, unreasonable and uncalled for
No 191 - Fiona Curtis: Until public transport is improved, owning a car is a necessity for many residents and the fee shouldn't be increased.
No 194 - Brooklyn Middleton: It is already expensive enough. I have a car for personal reasons but Monday-Friday I walk or bus to work and I think you'll find most people are similar. I find living in Mount Victoria already really expensive but justify it because of the walking distance giving me extra flexibility to walk into town and I save on bus fares. If the price goes up, the cost of living in these areas does too and will push people to outer suburbs.
No 199 - Guest Randall: there should be creative solutions not extreme penalisation for any issue the council is attempting to fix.
No 200 - Flynn Everingham: it's ridiculous, parking meters are already too much and as a student I struggle to see how im going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased
No 201 - Jeff Soukotta: Price was already increased from \$7.50 to \$8.50 last year, and now you want to increase to \$12. That's nearly doubling the cost in less than 1 year.
No 203 - Guest Last: yes to general increase but not to trades. Also should have the ability to transfer the coupon across all CBD parks (ie park in one street close to shop A in the morning then move to another park in afternoon with same coupon). Currently different zones apply across city - ie Kelburn/Clifton/Te Aro making it complex and expensive.
No 205 - Ashleigh Parrott: Until Wellington city is able to offer a reliable and accessible public transport service for all areas there should not be further increases to the restrictions on people driving to get access to the city. At this time the timeliness and regularity of public transport is not meeting the need of every day Wellingtonians.
No 206 - Dylan Kelly: it affects low income earners who struggle with getting a job and have to travel for work, also affects students who are renting, not working and own cars, making it very difficult to access means of parking
No 207 - Julia Stevens: No, the cost of parking is already too expensive. Why does the council feel a need to make more money off commuters who need to park their cars for extended periods of time? The reasoning "to better reflect the current market value of all-day parking offered by private carparks in the city." is flawed - we already pay rates to the council in exchange for basic services like car parking being made available to us. Putting prices up because private car parking companies increase their rates is opportunistic and greedy. Unless the council are experiencing a large increase in costs to run these carparks, and incurring such costs is justified, there is no reason for coupon parking rates to be increased.
No

<p>212 - Heather Kirkwood: I oppose the increase in coupon parking charges for the following reasons:</p> <p>1. The argument put forward is that the increase "reflect(s) the current market value of all-day parking offered by private carparks in the city." There is no comparable private carpark to coupon parking in suburban streets where (1) cars are exposed to the elements and at risk of break-ins and being damaged and (2) where there are no nearby private carparks (e.g. Kelburn). Charging \$12 for frankly inconvenient and exposed on-the-street parking is incomparable to a monitored and secure inner city carparking building and I think this is a disingenuous analogy.</p> <p>2. Like many others I know, I have been forced to coupon park since July last year after changes to the public transport system meant that I was no longer able to get my children to school and then get a bus to work on time, and could not rely on public transport to get me home in time to collect them at the end of the day. I had previously been proud to be able to live in a city where I could confidently use public transport to get to/from work. Demanding accountability from Greater Wellington Regional Council so we can return to using public transport with confidence would seem to be a better long-term solution.</p> <p>3. These charges were last reviewed and increased less than a year ago. The fact that this is happening again now suggests that ratepayers should have little confidence in analysis and budget setting policies and procedures. I'm very disappointed in the Council's processes.</p>
<p>Yes 214 - Flavia Figueiredo Machado: if I use my car I should be charged by it and if I abuse I should pay for it, low values only benefits the wealthy that can afford it</p>
<p>No 219 - tel pet: There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.</p> <p>You are killing the CBD.</p>
<p>Yes 222 - Eleanor Jolly: I think this proposal should not be considered until the Wellington busses have been fixed. Until this is done this change penalises those without other options.</p>
<p>No 226 - Donna Wheeler: This should be put on hold until the bus issue is resolved. Commuters cannot rely on the broken system.</p>
<p>No 227 - Emily Leopold: This is completely unreasonable and unacceptable. Coupon parking is already too expensive. I have to drive to work because the public transport is so unreliable. Taking the bus to work is not an option for anymore as for one, it's also too expensive and not reliable at all. I'm extremely frustrated by this situation.</p>
<p>Yes 229 - Neale Jones: Given the challenge of climate change, we need to encourage low-emission modes of transport rather than providing public subsidies for private vehicles. \$12 a day is very reasonable for a carpark in central Wellington, given commercial rates are between \$22-35 a day.</p>
<p>No 231 - Ross Wakefield: The cost of coupon parking increased last year, from \$7.50 to \$8.50, and now WCC propose increasing it to \$12.</p> <p>This is a disproportionately high increase in a short period of time and I strongly believe that the cost of coupon parking should remain at \$8.50 per day.</p>

<p>Yes 235 - Vanessa Harrold: I agree as coupon parking is for people bringing their vehicles into the city - usually for transport to work. It is not because they are Wellington residents - it is because they are lucky enough to work on the outskirts of the city so don't need to pay ridiculous parking prices that the center city does.</p>
<p>Yes 238 - Patrick Morgan: On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change. See https://www.amazon.com/High-Cost-Free-Parking-Updated/dp/193236496X</p>
<p>No 239 - J Serfontein: Due to the lack of suitable public transport (Look at the debacle with the bus route changes etc as well reliability issues with trains) this penalizes citizens that use private transport. I need to be able to have access to a vehicle as I need to leave work at random times due to the fact that I am responsible for a minor. This will cause me undue hardship.</p>
<p>No 244 - Ainsley Harris: Coupon parking cannot be changed to \$12 that is ridiculous. \$200 a month for simply parking vehicles is beyond me. That is too big a jump from \$135. I think the current rate of \$8.50 is sufficient and already expensive enough.</p> <p>Overall, I completely disagree with the changes listed, parking is already too expensive and these changes are definitely not welcome. Increasing these costs makes Wellington LESS accessible for visitors, and residents.</p>
<p>No 245 - Natasha Wall: Coupon parking is already expensive.</p>
<p>No 247 - Stephen Carey: over priced already</p>
<p>No 252 - Susan Walsh: I have been a consistent public transport user all my working life since the mid 80s. Four years ago however I found that I was starting to use my car due to a variety of after work commitments which included volunteer work.</p> <p>I considered applying for a car park at work however the waiting list was ridiculously long, ie multiple years so I used coupon parking. My work place is on Kelburn Parade and the wait list at work is now so long that it has been closed. My journey to work also includes a 10-15 minute walk to work.</p> <p>I have an elderly mother who is now in her 90s and lives on the Kapiti Coast. My use of a car was becoming questionable however now it is a necessity. My elderly mother is increasingly needing additional support and I am often required to go up to the Kapiti Coast on short notice straight from work.</p> <p>I recognise that parking rates need to increase however the level of proposed increase is too high. Over the years I have often been involved in discussions and decisions where subscription costs and costs of hire for vehicles and accommodation have occurred. I understand the quick win in substantial increases however it can come with a backlash.</p> <p>The cost of living in New Zealand is high. As a rate payer and homeowner insurances and rates are ever increasing and pay increases, if they occur, are not matching these. Over half of my fortnightly pay already goes in bills and mortgage repayments including coupon parking. This does not include groceries.</p> <p>I do not consider using my car as a luxury but as a necessity to quickly get to my mother.</p> <p>I therefore strongly recommend the level of increase is lowered from the proposed 50% increase to 15%. This would move the cost of a daily coupon park from \$8.50 to \$9.80 (rounded up), and that the cost of coupon</p>

<p>parking is then increased at a similar rate over a number of years to the rate proposed by Council.</p> <p>Thank you for reading and considering my feedback.</p>
<p>No 254 - Guest Cook: if the council is choosing to remove parking spots when there is already a SERIOUS lack of parking in the Cory and then expecting the public to pay extra for it when it's already extortionate. Stupid</p>
<p>No 255 - Stuart Macandrew: My observation is that fringe coupon parking is not fully utilised. It seems we have found the true value of those parks at close to the current rates.</p> <p>Seems little point pricing such that coupon parks are empty, and commuters park for free further out - causing competing residents to demand further residents parking.</p> <p>If coupon parking is required for additional traffic or cycle lanes it should be removed.</p>
<p>Yes 258 - Matt Lemmens: I support the concept of users paying for street parking, and the need to shift towards improved public transport routes. This needs to be delivered on in a clearly linked way, with both physical infrastructure and improved service operators.</p>
<p>No 262 - Monica Harris: This parking will no longer be affordable for many students and young professionals who can not afford residents parking but opt for coupon parking. There is already high enough stress finding a park in a coupon area without the consideration of paying more money.</p>
<p>Yes 264 - Guest Chan: Amazing public transport in Wellington so need these price increases to move away from private vehicles</p>
<p>Yes 268 - Magenta Mudgway: However I think the increase is too high. And should be no more than \$10.50 max a day.</p>
<p>Yes 269 - Archibald MacLean: Yes I whole heartedly agree with this proposal, but I would like to see more effort by the Council parking Wardens in policing the coupon parking areas. Anderson Terrace, in Mt Cook is in the Coupon parking zone and attracts a huge number of non-residents and it seems to me they park all day, often inconsiderately, without sanction. I would like to see the whole of Anderson Terrace "Residents Only" parking.</p>
<p>No 270 - Vijay Ganta: I don't agree with the proposed hike for coupon parking. Since I stay in CBD, I don't have a chance of getting parking space in my apartment and the only option I have is Coupon parking.</p> <p>Even now I think I am paying more as I hardly use my car on weekend. With increase of \$200 for month it will be overburden on me. This is the same situation for many people in the apartment where I stay now.</p> <p>I would suggest , if there is no other alternative go for decent hike.</p>
<p>No 271 - Elodie Berthe: I used to live in Ngaio and would bus to work (stop at the train station) and it would take me 15minutes. Since the change in the bus owners, the bus hasn't been as reliable, but it still sort of worked. I have recently moved house and now live in Melrose. I was going to bus to work, but the bus system is ridiculous on this side of town. If I bus to work now, it would take me 55 minutes to get across town from</p>

Melrose, while driving takes me 15minutes! I disagree with this proposal because you are not offering a better alternative - you can't increase the coupon price without improving the **terrible** current bus system. With a good, **reliable**, working, **frequent**, **fast**, **affordable** public transport we wouldn't need to drive to town. Sort that first, then ask the people who are already struggling to pay more so they swap their method of transport to public one.

No

277 - Lisa Hunter: I commute from Upper Hutt to Kelburn each day and use coupon parking in Kelburn. I am not in favour of the amount of the increase for a number of reasons:

- Public transport is still not reliable - both trains and buses. Every day I get alerts advising me that trains are either cancelled or have less carriages, and the trip is hardly ever on time. The buses up to the University are always very crowded and often do not come when they say they will. It takes an hour all up to drive into work (includes parking and walking down from Kelburn). Taking public transport would mean my commute was more like 1.5 hours each way.
- The cost of living is always going up and our salaries are not increasing the same rate. I feel this increase will negatively impact a number of parents (often women) I know with children who do commute in and do not have the choice around taking public transport because they have family responsibilities after work so need to drive to fit it all in e.g. picking children up or taking them to activities - therefore it could in fact become discriminatory.
- I don't agree with the comparison with private car parking. People pay taxes and rates and do not expect council run initiatives to be priced to make large profits
- Lastly, there is very limited parking around Victoria University, and an increase of this size could potentially negatively affect students who have very limited incomes, and often have to balance several commitments. I think this should be researched more carefully and further input sought before any blanket decisions are made.

If the council requires more revenue, then I would recommend a more staged approach to increasing parking costs over 2-3 years. If the council is trying to discourage people from bringing their cars into the city I would recommend a whole lot more work needs to be done on our public transport before doing this. If not done already, I would also recommend researching possible impacts city parking increases will have on retail and the life of the city - will this mean people from outside Wellington are less likely to pop into town for a couple of hours. I lived in Auckland for many years and the cost of parking kept a lot of people out of the city - they would go elsewhere. Meaning the CBD really wasn't the heart of the city (despite the advertising).

No

280 - Gregory Kent: \$8.50 a day is enough for city fringe.

No

282 - Bridget Kelly: owning a car is what makes me almost bankrupt in this city and the wardens are too strict! They NEVER GIVE A MINUTES LEWAY

Yes

283 - Grant Buchan: I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.

No

284 - Kate McCracken: It is an extremely substantial increase. It is not a fair rate

No

286 - S Wren: I think a minimal increase would be reasonable but not a jump to 12.00. Coupon parking is

<p>often quite a walk from where people work but they use it to save money on parking. Public transport and cycling is not achievable for all people given different circumstances. While parking buildings continue to charge exorbitant rates and will continue to do so people need a more reasonable alternative. Also I imagine If the Council put up their prices so will the parking companies.</p>
<p>Yes 291 - Simon Ross: All proposals to increase the cost of parking make sense as pricing this below the true cost an unfair subsidy to people who drive from people who do not - and a say this as someone who drives and parks in the central city regularly. Also the opportunity-cost of providing on street parking is high especially with Wellington's narrow streets. WCC's woefully slow and inadequate roll of bike lanes and bus priority is a big problem for better mobility in the city. So if you're going to provide parking make sure it pays its way.</p>
<p>No 295 - Jennifer Song: too expensive for people who commute to work</p>
<p>Yes 297 - Zoe Mack: Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p>Yes 298 - Patrick Wilkes: Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p>Yes 300 - John Ascroft: Parking in Public spaces is not a right, and there are much more useful ways to use prime city real estate. In addition I would prefer a more pedestrian and Public transport oriented Wellington for the sake of the environment, and to make the city more human.</p>
<p>No 303 - M Horan: Parking in Wellington's CBD is unreasonably expensive already compared to other cities. An increase in coupon parking costs simply appears as a revenue gathering exercise and not a means to regulate a scarce resource as is necessary for metered parking to ensure there is turn over to enable fair access to shops etc. Coupon parkers park for a whole day and not a defined two hour maximum. You don't need to increase costs to encourage turnover. Council costs for maintaining coupon areas are minimal as no meters are required etc so it would be hard to argue that users need to pay more. At a time when the bus service is unreliable it would also not be a good look to increase the cost - there are not good public transport options. Coupon parking tends to be used by those who cannot afford \$20 for a day for a commercial park and are prepared to wear the inconvenience of walking further to coupon parks.</p>
<p>No 307 - Rachelle Oxnam: Having coupon parking on the outer parts of the city should remain the price it currently is, as these parks are not in the central city. They are further away and the cost should reflect this. You can park in the central city for almost the same cost yet with coupon parking you still have to walk a fair distance to get to where you are going.</p>
<p>Yes 309 - Ben Zwartz: Drastic changes are needed everywhere to actively discourage car travel, and level the playing field for other road users. This includes changing the habits of commuters. There is no other way to halve net emissions by 2030.</p>
<p>No 314 - Nicola Martin: I used the buses for years. But with the changes to bus timetable and the irregular timetables I have changed my life to get to work on time.</p>

<p>the increase in parking is not good. When you made parking not free in the city over weekend I now travel to the Hutt.</p>
<p>No 316 - Sam Jarvis: Didn't mean to select no... Doesn't apply to me nor have I had to use this in 14 years living in and outside of the city centre.</p>
<p>No 320 - Benjamin Johnson: I think that the current pricing is sufficient.</p>
<p>No 328 - Oban Grobler: I feel the costs at present are extreme enough. As it is there is not enough parking in the city and making the little that is available more expensive will make it even more difficult for people who need to bring their vehicles into the city. Whilst I understand that the council is keen for everyone to use the busses and or train it is not always feasible particularly for older people or people that need their car whilst in the city to get to various appointments etc. The cost of living in the city is already high enough without adding extra costs to what is already a load.</p>
<p>No 331 - Robert & Nanette Kingdom: Increase is far too high</p>
<p>No 332 - Danielle Jukes: "The Council proposes to increase the cost of on-street Coupon Parking to better reflect the current market value of all-day parking offered by private car parks in the city." Private car parks are charging way too much as it is.</p>
<p>No 336 - Ruth Oliver: The proposed price increase for coupon parking would cause extra financial strain on my family. I suffer from chronic fatigue syndrome and travel sickness. As a result of this I am only able to work part time and I am no longer able to travel by bus or train. Driving myself to work is my only sustainable option and I get into Wellington at 7am in order to get a coupon park close to my work. Due to my illness I am in the difficult situation of only earning 70% of a modest salary and having to pay: vehicle expenses, \$8.50 parking and approx \$8.00 fuel costs each day. The WCC's proposed price increase would mean I'll be losing approx 15% of my income in commuting costs. I should also mention that my partner is unable to work due to chronic illness.</p> <p>After a relapse in my condition I was forced to take a year off work. During this time we relied on a benefit for income. When I returned to work we found that my salary, less travel and (current) parking costs was not much above our income from a benefit.</p> <p>Many people who use coupon parking are low income and work irregular hours (e.g. cleaners, hospitality workers, shift workers) and cannot use public transport due to the hours they work. It seems to me that this increased parking cost would be yet another burden on many of the working poor in our region.</p> <p>Thanks for the opportunity to comment on this proposal.</p>
<p>No 340 - Sue Varney: This is unfair, a 41% increase. Many people using this form of parking are low income.</p>
<p>No 342 - T Walker: Reasonably priced coupon parking is a great option for people who need their cars close to the CBD but are willing to walk or catch public transport for the remainder of their journey. Lots of coupon parks are outside of the main CBD where there's naturally more room for multi-modal transport and less need to create bespoke networks. There seems to be little cost involved in maintaining these coupon parking spaces, while the costs of policing or monitoring their use would easily be covered by the fines generated.</p>

<p>Yes 345 - Tristan Campbell: Market value of this parking means price should probably be higher.</p>
<p>No 348 - Kelvin Payne: The increases in parking are excessive. Parking prices increased in September 2018 which is less than a year ago. The increase was from \$7.50 to \$8.50 which is over a 13% increase, monthly coupon charges increased from \$120 to \$135 almost a 13% increase. The proposal would increase the daily coupon rate to \$12 and monthly to \$200 which would be a total increase of 60% for the daily rate and 67% for monthly compared to the price before the September increase. Comparing the current price to the proposed it's over 40% increase for a daily coupon and nearly 50% increase for monthly. I can understand the user pays perspective, however the user in this case is paying for the ability to (hopefully) park somewhere in a designated zone and yet the revenue generated is not really going to pay for the coupon parking but other things. Do you know why people are using the parking around Wellington? That might actually help answer the question of where the revenue should be spent which benefits the most people. I understand the desire to make cycling safer (I don't cycle in Wellington as it is too dangerous) but that is to do with; practicality (I can't cycle or take public transport to work with the equipment I have and need to have clothes at work to get changed into, iron and shower, some drivers habits and personalities as well as road design (Wellington is a hilly city and some roads shouldn't be shared with cycles and other vehicles). I suspect there is a lot more recreational cycling in the weekend when people have more time but I think the council needs to know the answer to why people use the mode of transport they do and what one thing needs to change for them to use a different sort and what that sort is. Otherwise any decisions being made are not being based on evidence but an idea or belief someone has. I had asked for further information as part of the Facebook event for my submission but I haven't received anything so I am unable to comment on the revenue and parking. However my pick would be that there continues to be an increase in the demand for car parking particularly with the number of residential areas/buildings that do not have car parks. I understand the costs of maintaining and running these parks is not a lot as the plan refers to a significant revenue being generated from parking overall. For the cost of a coupon, you are entitled to park in a designated coupon park for a day, however this does not guarantee a car park space and residents can also park in these spaces indefinitely. Your reason for further increasing the parking cost is to make it relative to other parking that is available in Wellington. The problem with this is that the other parking in Wellington is not the same; a coupon park lets you park on the road at your own risk with a patrol of parking wardens whose job is to issue infringements or tow offending vehicles. A parking building gives you an off street car park, with a security patrol and security cameras, car parks are easier to maneuver into so there is also less risk with others parking. The prices of these parks are less than coupon parking in some instances; Hall street carpark is \$7 earlybird all day and \$6 earlybird using parkmate. It is also worth noting that as coupon parks are first two hours free that you can park from 8am until 10am for free and also from 4pm until 6pm for free. Perhaps a better recommendation was to remove the two hour free parking from the coupon parking. While parked in coupon parks on the street we have had our wing mirror hit five times (once completely smashed off, once wing mirror smashed, and the other three time more scrapes added) our car has been broken into twice and we have additional scrapes, scratches and dents on the car. Without security cameras or honest people leaving notes, we have had to pay for the repairs ourselves. At least if we were in a parking building we would have had a security camera. In summary, I don't agree with this proposal. The increase is excessive and the reasoning doesn't stack up. I believe there is another driver that needs research as there is a lack of evidence in my view to support these changes.</p>
<p>No 349 - Barry Metin: We have to borrow the money to pay for parking outside our home. There is no disabled parking on our street. We get Massey students taking up all the coupon parking and so had to pay for residents parking. To increase the residents parking costs when we already have a hard time with parking in the street due to business not providing enough parking for students is unfair.</p>
<p>No 354 - Katharine Amos: Increases of 41% (daily), 48% (Monthly) and 41% (coupon - suburban trade) are absolutely outrageous - and untenable. Wellington parking is already very expensive and these increases are unreasonable. They will cripple the local trade (eg electrical, plumbing etc) companies.</p>
<p>No</p>

355 - Tony Randle: The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally **opposes them**. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).

The reasons for the JCA position are as follows:

- Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice.
- Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus.
- The WCC only recently increased Coupon Parking charges last year and another increase is not justified.
- The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will **not** go towards improving public transport. The JCA has no faith that our PT service, already worse than before the changes last year, will be improved.

The JCA is also very concerned with the constant disregard of WCC planners to off-street parking requirements for new and in-fill developments. The District Plan has clear requirements to provide off-street parking for developments yet the JCA has observed that a majority of multi-unit developments in Johnsonville are approved, without notification, even though they fail to provide the minimum off-street parking required under the District Plan. As a result central Johnsonville has lost most all day street parking to the detriment of both local residents and businesses. The JCA opposes the introduction of metered parking into Johnsonville.

The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

Yes

357 - Ellen Blake: Parking fee changes We support the increases in fees proposed. We support increasing the coupon exemption parking fee in line with resident parking fees. We support extending resident and coupon parking schemes to all parts of Wellington to recognise this private use of valuable public road space. We support a lower fee payable in accessibility parking spaces for those with an accessibility sticker and who need to use a car.

Parking policy review

Living Streets would prefer that these fee changes were part of the wider review of parking in Wellington. This would help put the changes in context of an overall approach to use of public road space. It is disappointing that this review is yet to be released.

We suggest that some of the revenue gathered from parking can be used to increase supply of **on-road** bike parking. There is too much footpath space being used for vehicle parking which discourages walking and

encourages vehicle users onto the footpath.

We also recommend more parking wardens are employed and used to enforce that footpaths are vehicle free.

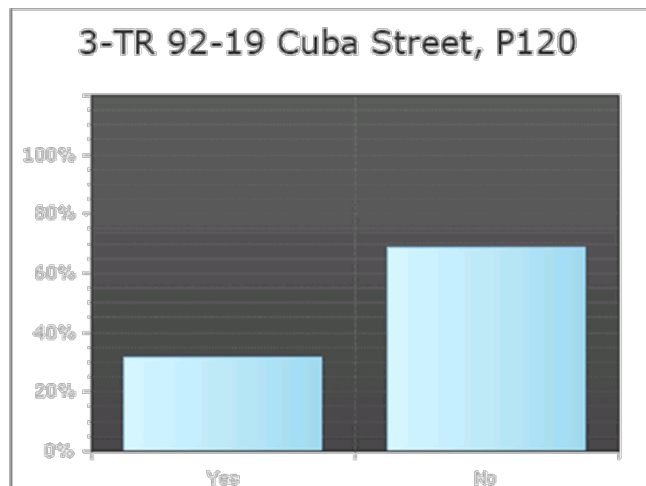
Yes358 - John Milford: See TR90-19

. These are known as the non-excludability and nonrivalry characteristics of public goods. Public car parks, by contrast, are still largely in the nature of a private good and users can be charged for using them.

As a general economic principle, individuals and companies should bear the full costs associated with their behaviour (i.e. costs should be internalised) or individuals will overconsume resources if they can shift costs on to third parties. Management of car parking is no different in this respect. In order for individuals to make rational decisions about carpark use, they should ideally bear the costs (and benefits) associated with specific use options. There is no doubt there are limited city parks, in part a result of traffic resolution changes and earthquake damage, but it is clear that there is demand and need to ensure better turnover. Paid parking helps ensure there is fair turn-around of spaces. In summary, the Chamber supports the Council's proposal through the draft 2019/20 Annual Plan to increase a range of on-street parking charges, and supports the view that this will better reflect the overall costs and better manage parking demand across the city.

Category Name: 3-TR 92-19 Cuba Street, P120

Decision Sought	Number of submitters who selected this option	%
Yes	90	31.47%
No	196	68.53%



Submitters for this question

Yes
1 - Peter Kelly: This will make it easier for people who really need parks to find them, by reducing the

quantity demanded as the price increases.
<p>No 2 - Bryan Pope: I completely disagree.</p> <p>This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.</p> <p>There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration fee and levy those hire bikes and e-scooters.</p>
<p>Yes 3 - nathan rose: needs to go up more</p>
<p>No 5 - Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!</p>
<p>Yes 11 - Kathryn Palmer: don't throw in things like this is hide the purpose of your reforms that are to get more money</p>
<p>No 12 - Ash Wang: Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!</p>
<p>No 21 - rachael jones: Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.</p>
<p>No 22 - Sheridan Irain: The one hour free on Cuba street is such a luxury that we all really appreciate and it sucks to think the council are going to try and take that away</p>
<p>No 23 - Olivia Mellor: it's unfair</p>
<p>No 26 - Dan Squire: Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life</p>
<p>No 27 - Germaine Pike-Tavai: whack, your prices are already some of the highest in the country. Discouraging those who come out of town and don't know the public transport systems well not to come to wellington.</p>
<p>No 35 - E Solomon: A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder</p>

<p>for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.</p>
<p>No 36 - Steffi Van Lith: Parking is already ridiculously expensive in the city. Leave it be.</p>
<p>No 39 - Matt Toole: Stop charging more than necessary in the inner city and killing our city. If you must, then monitor better</p>
<p>No 42 - Grace Cantrick: Wellington already has high parking rates</p>
<p>No 51 - Sian Parry: stop increasing parking prices, nobody wants to be in the city anymore</p>
<p>No 54 - Jarrod Bidois: parking is too expensive already</p>
<p>No 66 - Angus Lindsay: Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.</p>
<p>Yes 69 - Matthew Gibbons: Use pays for parking is good.</p>
<p>No 73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.</p>
<p>No 74 - Guest O'Connor: should be free</p>
<p>No 75 - Jolon Behrent: Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.</p>
<p>No 84 - Milind Gandhi: large amount is getting increased for residential</p>
<p>No 88 - Tamara Wilson: 120 minutes is not enough time to look around the shops at Cuba street. Considering I imagine the Wellington City Council would like to encourage people to come shop and spend money on Cuba street etc, you are only limiting and discouraging that behaviour.</p>
<p>No 89 - Stacey Parbhu: Upper Cuba has many small businesses that benefit from free 60 minute parks. Metering these could decrease their business.</p>
<p>No 91 - Darren Stafford: Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its costs in this area.</p> <p>It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has</p>

our property. So have our rates. But it doesn't mean that the costs of administering them have gone up.

Spots within the CBD, which were previously free on weekends, are now charged for. It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.

No

93 - Nicola Stout: Taking away free parking shows you're wanting to make more money off of the motor vehicle owners. You want to be more accessible- make parking more accessible. Give 1 hour free parking at the existing metered spots throughout the city and then charge 3.50per hour (still cheaper than \$4.00 per hour private parking buildings).

No

117 - Steven Cromb: The logic behind this is flawed. "increasingly parks are being permanently removed" into "people who use the parking spaces should contribute more" makes no sense. It sounds like "Lets deliberately decrease supply while not addressing demand and make them pay for it". How about the council shows the people their effort to increase non-predatory parking (e.g. not Wilson) in the CBD before asking for more money.

The size of the increase is outrageous too. Increase in residential parking to 150% of what it was? That's an impossible increase to budget for. A limited increase yearly is fair but this is ridiculous.

No

118 - Jack McPherson: Parking is already scarce and unaffordable and as a student I cannot afford to pay so much to keep my car in wellington so that I can work as well.

Yes

122 - Scott Priddle:

This free parking in Cuba street is often used and abused, making parking here a very rare thing.

I'm in favour of making this paid

No

127 - Dan Lord: not this one

No

128 - Kirsty Rose: Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.

No

129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.

No

130 - Courtney Hutchinson: I think it's ridiculous to charge us even more, please have some morals WCC

No

134 - Vanessa Coultas: What reason for this. Let's encourage people to use the city centre not deter them

No

137 - Ashton Abou-Antoun: Free 1 hour parking at the top of Cuba is a perfect situation as is. Free parking means anyone can access the city center but the one hour limit ensures that new parks are usually available. Every city needs some free parking areas, Wellington would benefit from preserving some of its free parking spaces especially in the city center.

<p>No 138 - Samantha O'Hara: Parking is already incredibly expensive!!!</p>
<p>No,No 141 - Katherine Mitchell: I have been living in Wellington less than a year and have already seen an increase in the parking costs. Would you be able to send me the profits you made from your metered parking compared to the costs of running the metered parking? I personally don't believe your public transport is currently good enough to be able to claim parking your own car is a privilege on top of this, perhaps you are spending the profits on all of the damage your bus drivers have caused by crashing into said parked cars and driving off?</p>
<p>No,No 141 - Katherine Mitchell: I feel this will limit customer enjoyment of the area and reduce spend in the area.</p>
<p>No 155 - Phoebe Archibald: Cuba already has limited parking so making it more expensive just makes it a harder area to visit</p>
<p>No 159 - Gabrielle Watson: penalising city fringe locations is wrong.</p>
<p>No 163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we aren't all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p>No 175 - jasper healey: cost of food and rent rising we can barely afford anything what with the blatant corruption around the shelly bay development and now this! no way am i voting for anyone currently in city council next bi election</p>
<p>No 185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.</p>
<p>No 191 - Fiona Curtis: Wellington's city centre has a unique vibe as an enjoyable place to shop, eat, and socialise. Making the city centre hostile to people with cars will lead to even more people choosing to shop elsewhere, and stores choosing to relocate, which will be detrimental to the city's culture and sense of identity.</p>
<p>No 200 - Flynn Everingham: it's ridiculous, parking meters are already too much and as a student I struggle to see how im going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased</p>
<p>Yes 201 - Jeff Soukotta: This should help balance parking requirements in this area.</p>
<p>No 203 - Guest Last: fringe parking should offer value. Mostly gets used to meet people for lunch/coffee/visit museum/ pop to a couple of shops...this adds cost and will reduce use of city. Weekend parking should be free at all times. Weekday parking should be charged during core 8-4pm hours only</p>

<p>No 205 - Ashleigh Parrott: same as above</p>
<p>No 214 - Flavia Figueiredo Machado: no free parking please</p>
<p>No 219 - tel pet: All weekend/public holiday parking should be free. Parking fees should only apply working days until 5 each day with Friday extended to 8.</p>
<p>Yes 231 - Ross Wakefield: This proposal should help increase turnover of carparks and seems fair.</p>
<p>Yes 238 - Patrick Morgan: On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.</p>
<p>No 247 - Stephen Carey: no need you charge to much already</p>
<p>No 248 - Rutger Kuyper: Since the introduction of paid weekend parking, it has become nearly impossible for residents to park in the Watson Street/Buller Street area. Residents parks in these areas are only in effect during working hours, so anyone can park here during the weekends for free. This has lead to us, residents, being unable to park near our home. Further extending paid parking on Cuba Street will only drive non-residents to park in the city fringe nearby, leading to no car parks being available to residents. Any extensions to paid CBD or city fringe parking should not take place without the effects to the surrounding areas being properly evaluated and measures being put in place to prevent residents losing their car parks (I would support this proposal if Te Aro residential car parks were changed to be in effect 24/7).</p>
<p>Yes 254 - Guest Cook: not overly concerned with this one</p>
<p>Yes 258 - Matt Lemmens: It seems an anomaly that this area is currently one of the only free parking areas, given its central location.</p>
<p>No 259 - Alison Sandle: As the majority of street-level building occupants in the two blocks of Cuba Street between Abel Smith and Webb Streets are retail businesses whose customers need short-term vehicular access in order to load bulky goods (art work, large sacks) or to patronise cafes, salons, and a dance studio for an hour or less, the current parking restrictions are optimal. A change to paid spaces with a 120-minute time limit would encourage longer-term parking by people with business further afield and would very negatively impact the ability of local businesses' customers to find parking in the vicinity. As most of the businesses at the top end of Cuba Street are very small-scale and have little access to off-street parking and have often chosen the location, in part, because the current 60- and 90-minute free parking works well with their business models, the proposed change is likely to impact negatively on their ability to operate from the current location and could ultimately destroy the area's character as a haven for tiny, boutique businesses. We have operated from premises at 284 Cuba Street for twelve years now and have watched the area go from a back-water during the planning and construction of Karo Drive to a valuable locale for businesses which fit the culture of The Cuba Quarter and which, as destination stores for people in the know, also encourage foot</p>

<p>traffic through the lower blocks of Cuba Street.</p> <p>The proposed changes will negatively impact occupants of local buildings and should not be implemented.</p>
<p>Yes 264 - Guest Chan: 60 mins not long enough</p>
<p>No 268 - Magenta Mudgway: I think Wellington needs at least SOME free parking as the price of parking in town is insane. However a mix of the two could be good. Where you have the first 60 minutes free and then metered after that.</p>
<p>Yes 275 - Eleanor Laban: Yes, I agree with this, although I think there are unintended consequences with any parking time limit which lead directly to more congestion and emissions as people have to needlessly shuffle between parking spots every two hours. There are circumstances where people need or want to be in vicinity for longer than 240 minutes and you will need to make allowances for this reality.</p>
<p>No 279 - Molly Hancock: It's outright ridiculous to propose increasing parking costs when Wellington doesn't even have a reliable public transport system. Bus services are still incredibly inconvenient or downright impossible to use do to the fact that they're constantly late, full, or don't show up. "Encouraging" people to use their cars less by making parking unaffordable is only remotely acceptable if we are given a realistic alternative. On top of our bus services being unreliable, they've also had fare costs put up when the changeover happened, and petrol prices are at an extreme high. The buses are unreliable and unaffordable, and proposing to make driving even more unaffordable shows an absolute lack of regard for Wellington citizens.</p>
<p>No 280 - Gregory Kent: Parking charges discourage people bringing cars into town which mean that people in suburbs like Churton Park are unlikely to use businesses in the area. Are the shops in the upper Cuba Street area: Elmos, nut shop, coffee shop got too much business that parking needs to be restricted by charging?</p>
<p>No 282 - Bridget Kelly: no no no!</p>
<p>Yes 283 - Grant Buchan: I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.</p>
<p>Yes 297 - Zoe Mack: Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p>Yes 298 - Patrick Wilkes: Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p>Yes 309 - Ben Zwartz: I hope with incremental changes to discourage parking in Cuba St, it will eventually all</p>

be a shared space for all road users' travel and enjoyment

No

311 - Virginia Keast:

Hi there

I would like to make a submission regarding the proposal to convert P60 and P90 free parking spaces on upper Cuba Street to P120 metered parking.

I strongly disagree with this proposal for the reasons set out below.

I teach dance fitness classes at Thistle Hall (on the corner of Cuba and Arthur Streets) three mornings every week. This submission is on behalf of myself, but also other users of Thistle Hall who for various reasons (including age, lack of access to the internet, and language barriers) are unlikely to make a submission, or even know about this proposal.

According to its website, "Thistle Hall is an independent, inner-city arts and cultural community venue, that is respected and well loved. Thistle Hall is vibrant and visible, and provides a venue and support for a range of communities and their initiatives. Thistle Hall is here to provide an affordable space for a range of educational, recreational and cultural activities and offers open access to a community gallery. Thistle Hall is owned and partially funded by the Wellington City Council, and is run by a board of trustees".

It is nonsensical for Wellington City Council to partially fund Thistle Hall, so that it is an affordable venue for a wide range of groups and communities in Wellington to carry out activities, and then essentially add a tariff for anyone wishing to take part in those activities, in the form of parking fees for most of the parking around the venue.

Many of the people who attend activities at Thistle Hall need to bring a vehicle as bus services are extremely limited in the immediate area, and walking from the nearest bus stop may not be an option for older participants, or for women attending classes at Thistle Hall late at night. For those who run activities at Thistle Hall, we often need to bring equipment to the venue, so public transport is not an option. For example, there is no sound system at Thistle Hall, so I bring a sound system to set up for every class – I cannot do this on the bus. If Wellington City Council wishes to decrease its spend on Thistle Hall it should do so in an upfront manner, and consult with the community accordingly. The current proposal will essentially mean the Council is giving with one hand (in its subsidy to Thistle Hall), and then taking back with the other (by increasing parking charges). The end result is higher costs for those running activities at Thistle Hall, and for those members of the community participating in activities at Thistle Hall, without any upfront debate or consultation on the impact of this parking proposal on community activities carried out at Thistle Hall.

This proposal is not about ensuring that parking is available in the inner city, as the parking spaces involved already have time limits on them. I can speak from experience when I say, they are policed very effectively by parking control officers. So, the only reason for this proposal is to increase revenue to Wellington City Council.

The impact of this proposal on the groups who use Thistle Hall will be very great. It effectively means that many people who attend a class, or meeting, or support group at Thistle Hall will need to add at least \$3.50 to the cost of that activity. Those who will be hardest hit are elderly users. Many of the activities carried out at Thistle Hall are currently gold coin entry (especially those aimed at seniors or the unwaged), so the increase in parking costs will essentially mean that a ballroom dance class for Chinese seniors (like the one that follows my class on a Friday morning) will more than double. If there are 15 people who attend (as there often are), this means that that group is essentially paying the cost of hiring the space for 1 hour, plus up to \$52.50. I would be interested to know exactly how much money Wellington City Council contributes to the running of Thistle hall in a year, compared with how much people attending activities at Thistle Hall will pay to the Council

<p>in parking fees in a year, if this proposal goes ahead. The subsidy to Thistle Hall is recorded in Council documents and voted on in a public forum, but the increase in costs for those attending activities at Thistle Hall will not be accurately shown in Council documents, and will not be properly consulted on.</p> <p>Even for those activities that cost more than a gold coin, community venues like Thistle Hall enable providers to offer classes or activities in the city that would otherwise be pushed out by the cost and scarcity of inner city space. These classes and activities add to the vibrancy and life of the city, and bring people in to the city, who then spend money at other businesses. This is especially true of the upper Cuba St area. Upper Cuba St does not have the density of workers that more central parts of the city have, thus businesses in the area rely on the current parking regime, and the vibrancy and life of the Cuba quarter, to bring people to this part of the city during weekdays. Increasing parking costs around Thistle Hall will push many activities out to the suburbs, and discourage many shoppers from visiting this part of the city, which will be a loss for the inner city, and for many businesses around Thistle Hall.</p> <p>So, for the reasons set out above, I am against proposed traffic resolution TR 92 – 19. Can you please keep me informed about progress with TR 92 – 19, including any public or council meetings at which this proposal is discussed.</p>
<p>No 320 - Benjamin Johnson: Absolutely not. Keep this parking free. It is one of only a handful of free parks anywhere near the CBD and I think it provides a decent amount of public good, while also remaining relatively scarce.</p>
<p>No 326 - Matt Swank: This actually would make parking less accessible.</p>
<p>No 329 - Angela Swank: I prefer 60 minutes slots so that it keeps traffic moving instead of 120 that makes it harder to find a car park .</p>
<p>No 342 - T Walker: Some amount of free parking is a great idea for this area. It makes it much easier to get errands or chores done quickly (eg run into a shop, drop something off) without having to navigate the complicated ticketing systems (which differ around the city and sometimes don't work) and without the additional cost</p>
<p>No 344 - Linda Beatson: From my observation there seems to be quite a fast turnover of cars in upper Cuba St. There is often no parking available at the Electrical store, so even tradies park on the street while they are in the shop. The small businesses near to the Karo Drive/Cuba St intersection all have customers who only stay a short time. If this area is made 2 hour parking, then the parks are likely to be occupied by people parking there for a longer time, and this would have a negative effect on the businesses in the area. Obviously there would be a revenue benefit to the council, but I think the effect on the local business would be negative.</p>
<p>Yes 345 - Tristan Campbell: High demand area to park. Should be priced to ensure parks available for those that need them most</p>
<p>Yes 348 - Kelvin Payne: This sounds reasonable however restricting parking to two hours may mean that people choose to park in other areas putting further strain on the number of car parks.</p>
<p>No 353 - Sophia Grey: See further information to submit</p>
<p>Yes 358 - John Milford: See TR90-19 for submission</p>

Category Name: 4-TR 93-19 CBD - City Fringe, Increase in Metered Parking		
Decision Sought	Number of submitters who selected this option	%
Yes	61	20.33%
No	239	79.67%

4-TR 93-19 CBD City Fringe, Increase in Metered Parking

Decision	Percentage
Yes	20.33%
No	79.67%

Submitters for this question

Yes
1 - Peter Kelly: This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.

No
2 - Bryan Pope: I completely disagree. This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status.

There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration feed and levy those hire bikes and e-scooters.

No
5 - Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!

<p>No 6 - David Moon: Don't understand why this increase needs to be incurred</p>
<p>No 10 - Reuben Marra: Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.</p>
<p>No 11 - Kathryn Palmer: you've already started weekend parking charges which limits the ability of many to afford to park in the city on the weekends</p>
<p>No 12 - Ash Wang: Increasing the parking cost will discourage people driving to city and spend their money on the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!</p>
<p>No 15 - Susan Henry: it's becoming detrimental to park and enjoy the city. The cost is getting too much for many and is putting people off from venturing into and enjoying the city</p>
<p>No 21 - rachael jones: Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.</p>
<p>No 22 - Sheridan Irain: this is ridiculous. Parking is so so expensive as it is and increasing it an extra \$1-1.50 really does impact people. Parking in the city is going to become very unaffordable soon and that really sucks given everything else in Wellington - rent incl is already really expensive. Please do not make any other thing even more harder to live.</p>
<p>No 26 - Dan Squire: Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life</p>
<p>No 35 - E Solomon: A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.</p>
<p>No 36 - Steffi Van Lith: Parking is already ridiculously expensive, increasing parking doesn't stop traffic it only increases financial strain on everyone</p>
<p>No 37 - Jason Coleman: That is just revenue collecting, there's no reason for this. This will just reduce demand for these parks and keep them empty more of the time</p>
<p>No 39 - Matt Toole: stop increasing charges and stopping honest people affording to go to work. Your public transport proposals worked so well...</p>

<p>No 47 - Georgina Kelly: People are already paying heaps of money to live in this city and now you want to make it harder for them to go out around the city.</p>
<p>No 51 - Sian Parry: stop increasing parking prices, nobody wants to be in the city anymore</p>
<p>No 54 - Jarrod Bidois: parking is too expensive already</p>
<p>No 59 - Timothy Keats: You charge enough already. This is abusive toward your constituents.</p>
<p>No 63 - Isabella Sutherland: Not at all. The city is less accessible for people who do not live close to public transport. Increasing parking fees is a tax on those who do not have agency to access alternatives, ie. it is a tax on the poor who are car-dependent. If you have to work a job to get paid to pay for parking to drive to work, to get paid, is it all really worth it? That money could be going into the pocket of a small business owner in Wellington rather than the councils pocket. I would only support an increasing to parking if it is OFFSET WITH FREE PUBLIC TRANSPORT.</p>
<p>No 66 - Angus Lindsay: Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.</p>
<p>No 68 - Krysana Hanley: The costs of cars alone and the parking as it stands is already a major cost for owners. Also, those who need cars for work, mobility or even leisure shouldn't have to pay more just because their residence doesn't have a driveway/parking.</p>
<p>Yes 69 - Matthew Gibbons: When people drive into the central city they cause congestion. They should be charged for this and the market value for carparks.</p>
<p>No 71 - Victor Chang: It's not exactly convenient locations so not worth the price increase</p>
<p>No 73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.</p>
<p>No 75 - Jolon Behrent: Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.</p>
<p>No 84 - Milind Gandhi: large amount is getting increased for residential</p>
<p>No 91 - Darren Stafford: Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its costs in this area.</p> <p>It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has our property. So have our rates. But it doesn't mean that the costs of administering them have gone up.</p>

<p>Spots within the CBD, which were previously free on weekends, are now charged for. It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.</p> <p>It's the worst idea of all to penalise those on the city fringe. At least they're not driving their car into the city - they're outside and maybe having a stroll.</p>
<p>No 93 - Nicola Stout: You're paying for the convenience of parking inside the city, not the fringe. Fringe city park should stay as it is!</p>
<p>No 98 - Janelle Brown: Expensive enough! An increase will also cause private parking companies to compete and increase prices</p>
<p>No 101 - Rebecca Lyons: hardly enough parks as it is</p>
<p>No 102 - Mara Kerschbaumer: We pay enough as it is. Thank you</p>
<p>No 113 - Emma de Wit: This contradicts your goal of less cars in the CBD if you want to now meter fringe parking as well. Why not increase the appeal of fringe parking, instead of making it the same as central city?</p>
<p>No 118 - Jack McPherson: Parking is already scarce and unaffordable and as a student i cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p>No 120 - Jenna Randall: there's already enough parking</p>
<p>No 127 - Dan Lord: not enough demand to justify this</p>
<p>No 128 - Kirsty Rose: Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.</p>
<p>No 129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p>No 130 - Courtney Hutchinson: I think it's ridiculous to charge us even more, please have some morals WCC</p>
<p>No 132 - Jennifer Prince: by being on the fringe people are already trying to avoid congesting town.</p>
<p>No 138 - Samantha O'Hara: Parking is already incredibly expensive!!!</p>
<p>No,No 141 - Katherine Mitchell: I have been living in Wellington less than a year and have already seen an increase in the parking costs. Would you be able to send me the profits you made from your metered parking compared to the costs of running the metered parking? I personally don't believe your public transport is currently good enough to be able to claim parking your own car is a privilege, perhaps you are spending the</p>

profits on all of the damage your bus drivers have caused by crashing into said parked cars and driving off?
No, No 141 - Katherine Mitchell: it is already expensive and will put up other parking costs. I don't have a car but my visitors parking costs will increase.
No 148 - Hannah Megennis: How can you keep rising the cost is parking yet you haven't made any improvements to any of the roads or run down buildings. What's this money going towards? You keep increasing costs and for what? To change the pronunciation of some suburb names or paint a rainbow crossing in an already very accepting city. How about you fix up the run down buildings or help home the homeless and give help to the people with drug addictions. You've pushed people out of the city no one goes there now and they'll stop when you up the cost again. Small businesses are suffering already as it is
No 151 - Courtenay Parkes: this is an additional tax that impacts on the poor, the people the Council allegedly wish to support. I will withdraw my support for this council
No 159 - Gabrielle Watson: I'm quite surprised about the proposed increase in city fringe parking price - affordable parking (and more of it) on the city fringe should be used to help get people walking, cycling, using shared bikes and scooters, and using public transport in the city centre, which aligns with what the council wants to achieve. Very strange and inconvenient.
No 163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we aren't all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students
No 169 - Elliot Smith: It makes it harder for disabled people, many of whom are on reduced incomes, to access the city.
No 174 - Calib Pomana-Wesley: Ridiculous.
No 175 - Jasper Healey: cost of food and rent rising we can barely afford anything what with the blatant corruption around the Shelly Bay development and now this! no way am I voting for anyone currently in city council next bi election
No 185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.
No 190 - Guest Osborne: is unreasonable
No 191 - Fiona Curtis:

<p>No 199 - Guest Randall: there should be creative solutions not extreme penalisation for any issue the council is attempting to fix.</p>
<p>No 200 - Flynn Everingham: it's ridiculous, parking meters are already too much and as a student I struggle to see how I'm going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased</p>
<p>Yes 201 - Jeff Soukotta: The amount is still low enough in comparison to the inner city rate, so bringing the rate to be closer makes sense.</p>
<p>No 203 - Guest Last: fringe parking should be low cost and accessible</p>
<p>No 205 - Ashleigh Parrott: same as above</p>
<p>No 207 - Julia Stevens: No, the cost of parking is already too high.</p>
<p>No 208 - Kathrin Strati: It's the CITY FRINGE. It costs enough as it is!</p>
<p>No 219 - tel pet: There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.</p>
<p>Yes 222 - Eleanor Jolly: I think this proposal should not be considered until the Wellington busses have been fixed. Until this is done this change penalises those without other options.</p>
<p>No 226 - Donna Wheeler: Why does it cost more to 'maintain' a park in Wellington as opposed to Lower Hutt where most parking is free. The public transport system is a complete mess! If I were to come in to shop of for an appointment, I already pay a fortune to be on time. There should absolutely be no increases until you resolve the Wellington commuter issue.</p>
<p>No 231 - Ross Wakefield: I disagree with WCC's proposal to increase city fringe parking costs.</p>
<p>Yes 233 - Michael Lowe: Yes, however, more needs to be done to support those with disabilities whom have no or little choice as to how they travel. Please consider exempting residents whom have mobility parking permits from having to pay residents parking. Most people can choose to drive however it's important our policies support those who don't have choices.</p>
<p>No 235 - Vanessa Harrold: The city fringe needs all the help they can get in attracting visitors to the area. There are smaller, more boutique shops and these need to be supported more than the big franchises. Increasing parking fees will mean that people will not stop and will go straight to the inner city parking buildings.</p>
<p>No 236 - R Fisher: already expensive enough. public transport is average at best and worse on the weekend and unreliable. especially in winter and hard with children etc.</p>

<p>Yes 238 - Patrick Morgan: On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.</p>
<p>No 244 - Ainsley Harris: It is expensive enough as it is. Increasing makes Wellington less accessible.</p>
<p>No 245 - Natasha Wall: metered parking is already expensive. City fringe should be cheaper than CBD.</p>
<p>No 247 - Stephen Carey: no no no</p>
<p>No 248 - Rutger Kuyper: Since the introduction of paid weekend parking, it has become nearly impossible for residents to park in the surrounding areas. Further increasing prices of paid parking will only drive non-residents to park in free areas nearby, leading to no car parks being available to residents. Any extensions to paid parking should not take place without the effects to the surrounding areas being properly evaluated and measures being put in place to prevent residents losing their car parks.</p>
<p>No 252 - Susan Walsh: I recognise there is an issue with parking however these increases are putting people off coming into town. I know a lot of people and families that already prefer to go elsewhere as finding parks and the cost is becoming prohibitive.</p>
<p>No 254 - Guest Cook: seven days a week???!! Are you trying to discourage people from exploring Wellington on the weekends.</p>
<p>Yes 258 - Matt Lemmens: This seems reasonable given the current 3.50 area seems just as busy as the current \$4.50 area. If this is going to be seven days a week then the public transport needs to provide the same convenience as it does during weekdays.</p>
<p>No 262 - Monica Harris: absolutely not. City parking is already outrageously expensive, some spots upwards of \$9 for just 2 hours of parking. This will make the city less accessible, especially for locals</p>
<p>Yes 264 - Guest Chan: Again ample transport alternatives available now, no need for private vehicles</p>
<p>Yes 268 - Magenta Mudgway: However I think \$2 is a fairer increase.</p>
<p>No 280 - Gregory Kent: Just end up with a swath of unused car parks when people decide it's too expensive to use.</p>
<p>Yes 283 - Grant Buchan: I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.</p>
<p>No 284 - Kate McCracken: It is an unnecessary increase. The council is being greedy</p>

<p>No 295 - Jennifer Song: already expensive</p>
<p>No 296 - James Dias: There is no value added justification for the proposed increase.</p>
<p>Yes 297 - Zoe Mack: Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p>Yes 298 - Patrick Wilkes: Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p>No 303 - M Horan: I would only agree with this proposal if you can demonstrate this increase is necessary to cover costs and I do not think you have. The current very high price supports turn over in spaces.</p>
<p>No 304 - Alistair Stewart: Another tax on the poor. While managers and business owners receive in-building parking as part of their employment packages, working people are more likely to use these fringe parks, sometimes as part of car-pooling arrangements.</p>
<p>Yes 320 - Benjamin Johnson: Sure, this seems reasonable.</p>
<p>No 321 - Felice Di Napoli: Increasing fees doesn't help.</p>
<p>No 326 - Matt Swank: The only way I would support this is if parking was free nights and weekends for 120 minutes.</p>
<p>No 329 - Angela Swank: we already pay so much in parking.</p>
<p>No 330 - Guest Tritt: see comments to TR94-19</p>
<p>No 339 - Craig Slack: I Sail at weekends from RPNYC and live out of Wellington, so need to park in Oriental Bay as I could have up to 30kgs of clothing and gear with me for my yacht. This extra cost following hard on the heels of removing free parking at weekends will force me to park on Mt Vic and further along Oriental Bay. I cannot use public transport for this journey due to equipment.</p>
<p>No 340 - Sue Varney:</p> <p>This proposal is ridiculous: I live in Ngaio but work near the basin reserve. Doing this journey by public transport would involve walk, train and bus, taking over an hour each way and approximately \$15 return. Additionally we do not have a snapper or AUT type system that conveniently allows passengers to use one form of payment on both bus and train. The bus and train services in Wellington are already over full with not enough bus or train drivers. I earn \$20 per hour. The \$1.50 an hour is affordable, particularly if I drop my partner in town on the way and pick him up on the way home. He is quite happy to have a lift since his regular</p>

trains are now bus replacements due to a lack of drivers. A 67% increase is grossly unfair and makes my job uneconomic. There are no other parking options.

No

343 - Tania Cotter: The bus system (since July 2018) is unreliable, expensive and time-consuming. It is no longer the best option when one wants to pop into the city for an errand or appointment. Please don't penalise Wellingtonians further by increasing parking fees, until the bus system is fixed.

Yes

344 - Linda Beatson: I agree with the increase in rates for these areas. At present it is ridiculously cheap to park in these areas, and this needs to change. Just a short distance away the price of street parking is higher, it is much more expensive to park in privately owned longer term car parking buildings or spaces and the prices should be comparable.

Yes

345 - Tristan Campbell: Ensure parking is available and cars not congesting the road circulating looking for a park.

No

346 - Pedro Morgan: Thank you for the opportunity to make a submission on the proposal to increase parking charges. I am making this submission on behalf of the Royal Port Nicholson Yacht Club Inc. Neither I nor the Club agree with the proposed changes.

We were disappointed to learn of the proposal relatively recently. The proposal came to our attention not from the Council (despite the Council being well aware of our sensitivity to parking issues) but from a third party. Given the Council's recent engagement with us on other parking matters, I was surprised that we were not contacted directly.

You propose to increase the parking charge from \$1.50 per hour to \$2.50 per hour.

The effect of the charges is that our members, volunteers, staff, and sailors would be required to pay even more for parking than is already the case, as much as \$25 per day. This will have a negative effect on our membership, and participation in the sport of sailing generally.

At present, our members, volunteers, staff, and sailors utilise on street parking, primarily on Oriental Parade, in the evenings and at the weekends.

The group I am most concerned about is our volunteers. A typical race day (normally a Saturday or Sunday) calls for a 6-8 hour contribution from a group of about 7 volunteers. Four volunteers will operate our race office, and three more will crew our rescue boat. A typical day will see this group arrive at 10 or 11 am, and remain until 5 or 6pm. During a regatta, a group of about 15 volunteers will arrive at about 8 am and remain until 6 or 7 pm.

We have about 25 weekend race days a year, plus at least six further regatta days per year. One effect of the parking charge proposal is therefore to ask our volunteers to pay as much as \$5,750 per year help run our sport. Unlike rugby and football, we require volunteers for long periods of time, and that already makes it difficult to find volunteers. It would be naive to think that these increased charges won't make it even harder to find volunteers. Without volunteers, our sport cannot operate safely.

I am also concerned about our staff, in particular the instructors at our sailing school. These instructors run learn to sail and sailing skills courses, and also deliver boating safety education (in the form of Coastguard Boating Education courses). Across a year, our instructors spend about 400 hours teaching at weekends. Therefore, one more effect of the parking charge proposal is to ask our staff to incur parking costs of up to \$1000 per year while delivering boating education courses. An alternative is that we reimburse their costs, though this would require us to pass those costs on to clients. Note that our members already subsidise our education programmes, including for the general public.

You also argue that increased parking charges will better manage parking demand. But that ignores the legitimate use of the parking resource by our members, volunteers, staff, and sailors.

We have operated on this site and others on the central city harbour's edge for more than 135 years. The Council's earlier attempt to remove car parking from Oriental Parade and limit parking times, the introduction of parking charges, and the current proposal to increase parking charges, discourage participation in the sport of sailing. Unlike other sports, which can operate from suburban playing fields and school facilities, we can only

operate from the edge of the harbour. As the majority of our members' boats are at the Chaffers Marina and Clyde Quay Boat Harbour, we can really only operate from the central city. This means that our members, volunteers, staff and sailors will always have a need for day long parking near the central city water's edge. As much as we would wish otherwise, we can never realistically expect to develop our own private parking resource in the vicinity of our Clubhouse.

I would like to make a submission in person to the Council. I would appreciate it if you would pass my request on to the relevant committee chair for their consideration.

Thank you again for the opportunity to make a submission on the proposal to increase weekend parking charges.

No

347 - Craig Ryburn: I can only speak to the issues around the metered parking outside of our premises on Oriental bay as this is the only area of this proposal I have knowledge. The city fringe parking during weekdays is already very under utilised - occupancy rates must average less than 50% (I'm sure council have this data), and on some days would be lucky to be 25%. I cannot see how a rise in fees is justified on this basis. On sunny summer weekend days the area can be busy because of people heading to Oriental Bay beach. Ironically the area closest to Oriental bay is a coupon parking zone and is free to park all day during the weekend. The introduction of parking fees in the weekend outside Wellington Ocean Sports has already seen parking harder to find in the coupon parking zone as people park here to avoid the metered parking. An increase in these rates during the weekend will further exacerbate this problem.

This proposal will not improve access to parking and has the potential to make parking worse for beach goers in the weekend. While it may raise some additional revenue for council, the council need to realise the impact it has on local businesses and facilities. Under this proposal people coming to do a boating education course on a weekend at Wellington Ocean Sports could end up paying \$25/day more than they did 12 months ago. As a non profit we work hard to keep the costs of boating education down for members of the public. This increase in parking costs will effect people's access to our services.

No

348 - Kelvin Payne: If we want to encourage cars to stay out of Wellington CBD then perhaps maintaining a large price differential will encourage more people to park on the outskirts of Wellington and walk/use public transport rather than driving further in as it isn't much more expensive. Four hours at \$2.50 is \$10 which is more than the current rate for a daily coupon park.

No

353 - Sophia Grey: See submission

No

354 - Katharine Amos: Increase of 66% is too large to make in one go.

No

355 - Tony Randle: The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally **opposes them**. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).

The reasons for the JCA position are as follows:

- Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice.
- Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus.
- The WCC only recently increased Coupon Parking charges last year and another increase is not justified.

- The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will **not** go towards improving public transport. The JCA has no faith that our PT service, already worse than before the changes last year, will be improved.

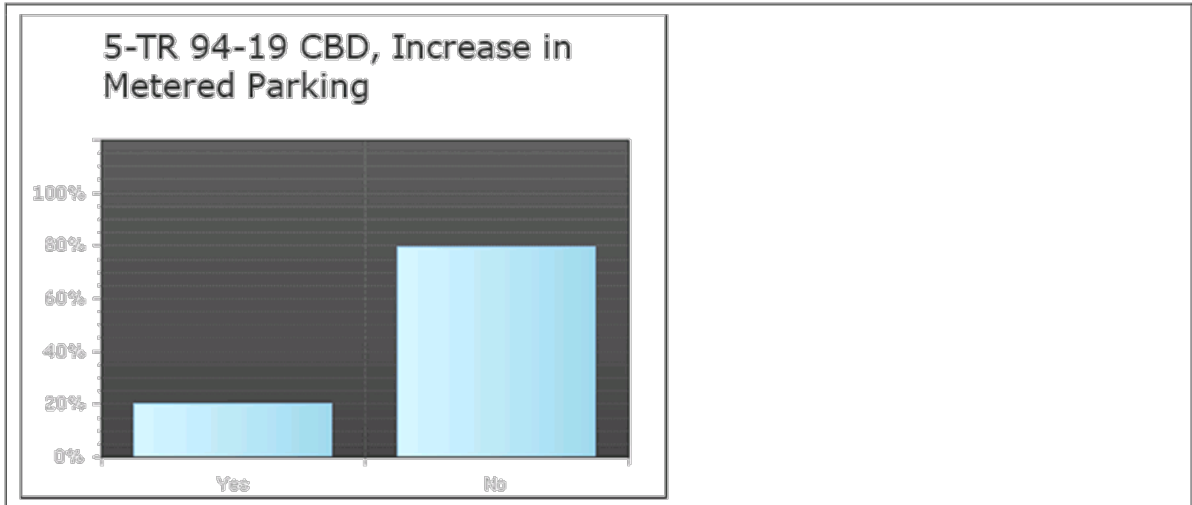
The JCA is also very concerned with the constant disregard of WCC planners to off-street parking requirements for new and in-fill developments. The District Plan has clear requirements to provide off-street parking for developments yet the JCA has observed that a majority of multi-unit developments in Johnsonville are approved, without notification, even though they fail to provide the minimum off-street parking required under the District Plan. As a result central Johnsonville has lost most all day street parking to the detriment of both local residents and businesses. The JCA opposes the introduction of metered parking into Johnsonville.

The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

Yes
358 - John Milford: See TR90-19 for submission

Category Name: 5-TR 94-19 CBD, Increase in Metered Parking		
Decision Sought	Number of submitters who selected this option	%
Yes	61	20.47%
No	237	79.53%



Submitters for this question	
Yes	1 - Peter Kelly: This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.
No	2 - Bryan Pope: I completely disagree. This is effectively a tax on families and old people (ie people who are unable to use cycles or public transport conveniently) for the benefit of cyclists (primarily middle aged, white men). Far from being "fair" to put the charges on those using cycles, it is discriminatory on the grounds of age and family status. There has only been an increase in the cost to provide parking services because you are attempting to extract more revenue from parking. Your fancy electronic systems and increased number of wardens should have been cost neutral. If they are not, then this is not the fault of families and old people. How about making bikes pay a registration feed and levy those hire bikes and e-scooters.
No	5 - Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!
No	6 - David Moon: Parking is not reflective of costs, and will put people off from coming into the city altogether
No	10 - Reuben Marra: Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.
No	12 - Ash Wang: Increasing the parking cost will discourage people driving to city and spend their money on

the things they actually want (shopping, restaurants, paid activities etc.). It will not only hurt the city businesses, but also people who lives in the city who are depend on these parking. Big NO!
No 15 - Susan Henry: I disagree with increasing metered parking costs. It's too much
No 19 - Shaun Swan: ha, already hard to find street parking you think increasing it will make it easier?!
No 21 - rachael jones: Already outrageously expensive. It was detrimental enough when you made people pay for parking in the weekends. This is unaffordable.
No 22 - Sheridan Irain: No, there is already enough and the increases are already high.
No 26 - Dan Squire: Parking prices has already put my finances into a downward skyfall. People stop sucking the money out of my system, the landlord is already trying to do that and I don't need 2 evils in my life stop being greedy
No 35 - E Solomon: A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.
No 36 - Steffi Van Lith: Please see previous submissions on financial strain
No 37 - Jason Coleman: it's difficult enough to work, live or drive to the city increasing costs when they are already so high is ridiculous. Wellington cost of living is crazy. This plus the fact that the prices are going up because "increased demand" due to bus routes and cycle ways is insane. No one wants these we want our parks. There's no reason to increase parking fees you just increased fees within the last year. Money grabbing
No 47 - Georgina Kelly: People are already paying heaps if money to live in this city and now you want to make it harder for them to go out around the city.
No 51 - Sian Parry: stop increasing parking prices, nobody wants to be in the city anymore
No 54 - Jarrod Bidois: parking is too expensive already
No 59 - Timothy Keats: chill please
No 63 - Isabella Sutherland: Direct tax on the poor who are car dependent. If you increase charges for those using car parks in an effort to discourage people using cars in the first place, you should offset this with a reduction in public transport costs. Or better yet, make public transport FREE and then price/wealth is not a barrier to use for people

<p>No 66 - Angus Lindsay: Tax on the poor, working class - particularly those coming into the city for work and leisure. This will result in fewer individuals traveling into town to shop, use cafes, etc. This also actively harms individuals and their families who require vehicular transportation due to illness and disability.</p>
<p>No 68 - Krysana Hanley: If you increase the cost of CBD parking you are effectively taking away time and money from people who are travelling in town to shop/work. In order to sustain a healthy economy and support local businesses, accessibility must be in the front of our minds. Increasing this cost will reduce people from further out of town from coming in.</p>
<p>No 71 - Victor Chang: This would discourage anyone in the outer suburbs from visiting the CBD.</p>
<p>No 73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.</p>
<p>No 75 - Jolon Behrent: Don't increase any parking prices. It costs enough as it is, and it just makes it less practical to drive to Wellington.</p>
<p>No 84 - Milind Gandhi: large amount is getting increased for residential</p>
<p>No 88 - Tamara Wilson: City parking is already \$4.50 an hour! This honestly just seems ridiculous. Improve your bus system if you wish for people not to drive into Wellington.</p>
<p>No 91 - Darren Stafford: Nowhere in the proposal does it show that the costs of parking are increasing. It's the same spot as it always was - no bigger and no better maintained, and the council should only be looking to charge a fee to recover its costs in this area.</p> <p>It's actually disingenuous as well for the council to reduce the number of car parks to provide increased bike lanes and cycling capacity - and then say that the value of the car parks has gone up. You know what - so has our property. So have our rates. But it doesn't mean that the costs of administering them have gone up.</p> <p>Spots within the CBD, which were previously free on weekends, are now charged for. You've had your increase there. It seems that now because money is being frivolously spent in other areas, this is a way of increasing revenues. Well, what about this suggestion. Cut back the frivolous expenditure. That's a better proposal than increasing parking charges that you claim are now of greater value, when the reason for this has been there's less of them.</p>
<p>Yes 93 - Nicola Stout: Give 1 hour free parking at the existing metered spots throughout the city and then charge 3.50per hour (still cheaper than \$4.00 per hour private parking buildings).</p>
<p>No 101 - Rebecca Lyons: it's already enough</p>
<p>No 107 - Guest Blackshaw: people already can't afford to park in the city and the bus system has become a joke. Buses turn away people because they are too full because they are running extremely late. It's ridiculous to make people pay more for parking after you screwed up a perfectly fine bus system.</p>
<p>No</p>

<p>113 - Emma de Wit: do you have any lens about how much you're already loathed for your parking policies?</p>
<p>No 118 - Jack McPherson: Parking is already scarce and unaffordable and as a student I cannot afford to pay so much to keep my car in wellington so that I can work as well.</p>
<p>Yes 127 - Dan Lord: yes</p>
<p>No 128 - Kirsty Rose: Parking is already expensive enough. If you want to reduce the cost of providing parking, employ fewer enforcement officers.</p>
<p>No 129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.</p>
<p>No 130 - Courtney Hutchinson: I think it's ridiculous to charge us even more, please have some morals WCC</p>
<p>No 137 - Ashton Abou-Antoun: \$4.50 an hour is outrageous for parking. Only the wealthy will ever be able to afford to park in the city. It feels as though the council is completely hostile towards its citizens whose job it is for them to serve. If the proposed changes go through most likely people will just park while avoiding payment by either parking in stores / supermarket car-parks or parking on council parks without paying the meter as paying a ticket costs roughly the same as paying for a days worth of parking.</p>
<p>No 138 - Samantha O'Hara: Parking is already incredibly expensive!!!</p>
<p>No,No 141 - Katherine Mitchell: I have been living in Wellington less than a year and have already seen an increase in the parking costs. Would you be able to send me the profits you made from your metered parking compared to the costs of running the metered parking? I personally don't believe your public transport is currently good enough to be able to claim parking your own car is a privilege, perhaps you are spending the profits on all of the damage your bus drivers have caused by crashing into said parked cars and driving off?</p>
<p>No,No 141 - Katherine Mitchell: It is already expensive for my visitors to park. Will also affect people coming to the area for shopping.</p>
<p>No 146 - Anneke Wilson: Parking in Wellington is already expensive enough and you have increased it include weekends. It puts people off travelling into the city, due to the extra incurred costs. parking is already expensive enough.</p>
<p>No 148 - Hannah Megennis: ref to previous comments</p>
<p>No 151 - Courtenay Parkes: this is an additional tax that impacts on the poor, the people the Council allegedly wish to support. I will withdraw my support for this council</p>
<p>Yes 159 - Gabrielle Watson: if ppl want to park cbd they should pay.</p>
<p>No</p>

<p>163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we aren't all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p>No 169 - Elliot Smith: It makes it harder for disabled people, many of whom are on reduced incomes, to access the city.</p>
<p>No 175 - Jasper Healey: cost of food and rent rising we can barely afford anything what with the blatant corruption around the shelly bay development and now this! no way am i voting for anyone currently in city council next bi election</p>
<p>No 185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.</p>
<p>No 199 - Guest Randall: there should be creative solutions not extreme penalisation for any issue the council is attempting to fix.</p>
<p>No 200 - Flynn Everingham: it's ridiculous, parking meters are already too much and as a student I struggle to see how I'm going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased</p>
<p>No 201 - Jeff Soukotta: Inner city parking is already very expensive. Further increasing rates will simply drive people to other towns that aren't charging as much, if at all.</p>
<p>No 203 - Guest Last: it is already overpriced to visit CBD. Rate payers who now have to get 2 buses and pay higher fees for the Privilege should be able to park for reasonable price.</p>
<p>No 205 - Ashleigh Parrott: same as above</p>
<p>No 207 - Julia Stevens: No, this will discourage people like me from spending large amounts of time in the city participating in events, shopping, eating and the market. Parking and the cost of living here is already expensive enough.</p>
<p>No 208 - Kathrin Strati: This is pure money grubbing! It costs enough as it is. Maybe work with GWRC and get the buses working!</p>
<p>No 219 - tel pet: There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.</p>
<p>No 222 - Eleanor Jolly: It is expensive enough already. In addition with the new meters with the light sensors I</p>

am sure council income has increased and this could help cover the costs.
No 226 - Donna Wheeler: Why does it cost more to 'maintain' a park in Wellington as opposed to Lower Hutt where most parking is free. The public transport system is a complete mess! If I were to come in to shop of for an appointment, I already pay a fortune to be on time. There should absolutely be no increases until you resolve the Wellington commuter issue.
No 227 - Emily Leopold: too expensive already. Where are the increase in wages to cover this? Not only parking but rent, power, petrol. Wellington is becoming a joke
Yes 229 - Neale Jones: Given the challenge of climate change, we need to encourage low-emission modes of transport rather than providing public subsidies for private vehicles.
No 231 - Ross Wakefield: I strongly believe that the \$3/hr and \$4/hr parking zone fees should <u>not</u> be increased by \$50c/hr. This will likely act to further discourage consumers coming into the CBD for short visits.
Yes 233 - Michael Lowe: Yes, however, more needs to be done to support those with disabilities whom have no or little choice as to how they travel. Please consider exempting residents whom have mobility parking permits from having to pay residents parking. Most people can choose to drive however it's important our policies support those who don't have choices.
No 236 - R Fisher: already expensive enough. public transport is average at best and worse on the weekend and unreliable. especially in winter and hard with children etc. Most city car users are also rate payers on Wgtn region.
Yes 238 - Patrick Morgan: On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.
No 244 - Ainsley Harris: Parking in Wellington is already expensive enough as it is. \$4 an hour for parking inner city and most people use the PayMyPark app or credit card which then incurs an additional \$.50 fee - it's so expensive already. Living in Wellington is difficult as it is and parking increases do not need to be made. Weekends went from being free to pay parking, which is enough already.
No 245 - Natasha Wall: Metered parking is already ridiculously expensive.
No 247 - Stephen Carey: over priced already
No 254 - Guest Cook: essentially \$5 AN HOUR? Sounds extortionate
Yes 258 - Matt Lemmens: This seems reasonable given the current 3.50 area seems just as busy as the current \$4.50 area. If this is going to be seven days a week then the public transport needs to provide the same convenience as it does during weekdays.

<p>No 268 - Magenta Mudgway: Parking in the CBD is already very high and an increase makes it less accessible for everyone to afford.</p>
<p>No 280 - Gregory Kent: But \$2, \$3, and \$4 would be okay.</p>
<p>Yes 283 - Grant Buchan: I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.</p>
<p>No 284 - Kate McCracken: Too expensive. The council already spends money irresponsibly. They do not need more money at their disposable - constant road works to do up roads that are completely fine are so unnecessary and I'm disgusted that they are requesting more money from the people of Wellington. I'm embarrassed of the direction this council is going in with the reckless unnecessary spending.</p>
<p>Yes 291 - Simon Ross: All proposals to increase the cost of parking make sense as pricing this below the true cost an unfair subsidy to people who drive from people who do not - and a say this as someone who drives and parks in the central city regularly. Also the opportunity-cost of providing on street parking is high especially with Wellington's narrow streets. WCC's woefully slow and inadequate roll of bike lanes and bus priority is a big problem for better mobility in the city. So if you're going to provide parking make sure it pays its way.</p>
<p>No 296 - James Dias: CBD Parking is already very expensive. Consider providing more parking spaces by providing parking in buildings. Permit 2 hour free and then start charging.</p>
<p>Yes 297 - Zoe Mack: Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p>Yes 298 - Patrick Wilkes: Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p>No 303 - M Horan: same as above</p>
<p>No 304 - Alistair Stewart: Central city is already under threat from the deadening effect of earthquake related building closures, further increases in parking charges will further destroy Central Wellington as a preferred shopping destination.</p>
<p>No 320 - Benjamin Johnson: I think the current pricing is sufficient.</p>
<p>No 326 - Matt Swank: The cost of public transport is too high. Don't penalise people who only need to be in the CBD for an hour or two.</p>

<p>Yes 327 - Tim Jones: While I agree with this increase, I would prefer to see a steeper increase in CBD parking charging, to discourage this very inefficient use of road space and make it easier for WCC to implement its sustainable transport hierarchy and focus on creating streets that have adequate room and provision for people using the footpaths, using bikes and other forms of micro-mobility, and using dedicated/priority public transport lanes.</p>
<p>No 328 - Oban Grobler: I feel the costs at present are extreme enough. As it is there is not enough parking in the city and making the little that is available more expensive will make it even more difficult for people who need to bring their vehicles into the city. Whilst I understand that the council is keen for everyone to use the busses and or train it is not always feasible particularly for older people or people that need their car whilst in the city to get to various appointments etc. The cost of living in the city is already high enough without adding extra costs to what is already a load.</p>
<p>No 329 - Angela Swank: Free weekends are no more, why do they need to increase fees when they already are collecting so much from the weekend.</p>
<p>No 330 - Guest Tritt: The justification for this change is illogical - the council states that the number of parks are reducing (being taken away by the council) - wouldn't this therefore reduce the maintenance costs as are less to maintain. You are also now getting new revenue from weekend charges recently introduced. There is no evidence provided or logical rational for why costs should increase.</p> <p>Also, removing car parks does not assist in making the city more accessible. People can already walk on footpaths (if the distance is manageable), cycling is only adopted by most (of the 2% that even cycle to begin with) in fair weather and is only possible for certain individuals (not young families, those who are not physically able and elderly for example) and the public transport system is grossly inadequate.</p>
<p>No 340 - Sue Varney: Does not support retailers in the cbd</p>
<p>No 343 - Tania Cotter: The bus system (since July 2018) is unreliable, expensive and time-consuming. It is no longer the best option when one wants to pop into the city for an errand or appointment. Please don't penalise Wellingtonians further by increasing parking fees, until the bus system is fixed.</p>
<p>Yes 345 - Tristan Campbell: Yes price should be at a level that ensures parks are available for those that really need a park.</p>
<p>No 354 - Katharine Amos: Increases of 16% (.50 on \$3) and 12.5% (.50) are too large in one go.</p>
<p>No 355 - Tony Randle: The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally opposes them. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).</p> <p>The reasons for the JCA position are as follows:</p> <ul style="list-style-type: none"> • Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice. • Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the

move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus.

- The WCC only recently increased Coupon Parking charges last year and another increase is not justified.
- The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will **not** go towards improving public transport. The JCA has no faith that our PT service, already worse than before the changes last year, will be improved.

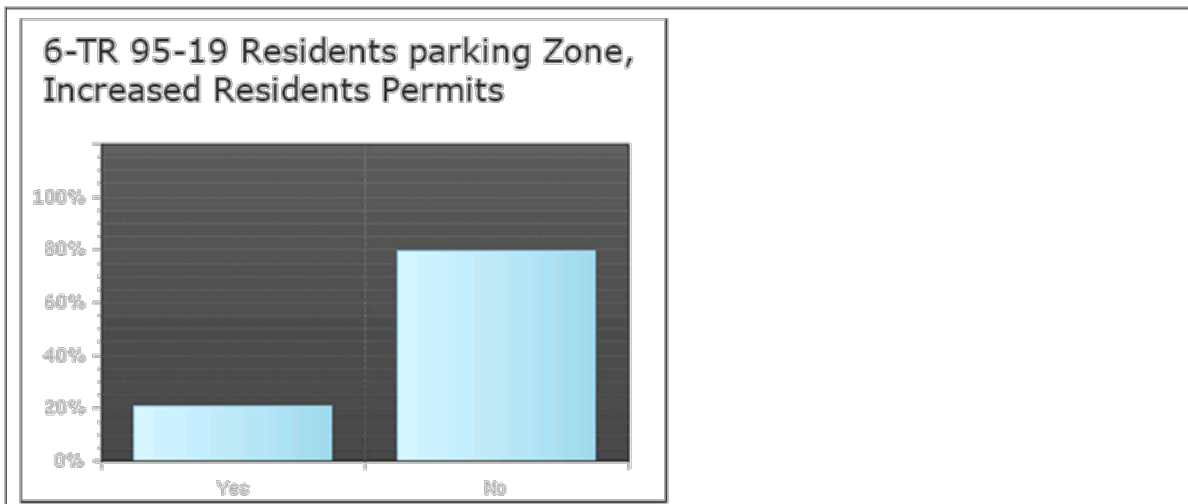
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The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

Yes
358 - John Milford: See TR90-19 for submission.

Category Name: 6-TR 95-19 Residents parking Zone, Increased Residents Permits		
Decision Sought	Number of submitters who selected this option	%
Yes	67	20.62%
No	258	79.38%



Submitters for this question	
Yes	1 - Peter Kelly: This will make it easier for people who really need parks to find them, by reducing the quantity demanded as the price increases.
No	2 - Bryan Pope: No. Unless you can demonstrate you are somehow providing a demonstrably better service, why should people be paying more. This is just a shameless revenue grab. How about we try cutting costs, like maybe some of those massively expensive, under-utilized cycle-ways you keep putting in.
No	3 - nathan rose: residents parking can easily be abused by selling your discounted space to somebody else
Yes	4 - Jeanie McCafferty: Parking in Wellington will still be too cheap, should be more expensive to park in Wellington. Do you have any power to tax private car parks and parking buildings too, if you do the this should be done too. Or another way should be found through rates?
No	5 - Shane Beverley: I don't think that the council should be putting up the cost of parking at all. It should be coming down. It doesn't encourage people to come down to the CBD at all. It's also ridiculous to be charging for parking in the weekends. That should always be free. Particularly up Thorndon Quay when you just want to stop for 10m to have a look in a store and there are many, many carparks but we don't have coins or credit card. groan, grumble!
No	7 - Kassie Mercer: people already have to pay to park at their own house stop ripping them off even more
No	10 - Reuben Marra: Strongly oppose this proposal - there is not enough coupon parking as it is, Wellington parking wardens are the most pedantic and aggressive in the country. This is a major inconvenience on those that need their car for work/health/family/accessibility reasons. Yes the minimum wage has increased, but this has a knock-on effect of increasing living costs around the region. Those residents on a lower tier salary are extremely unlikely to be experiencing salary increases in response to this. It is not fair and this proposal should not be taken further.

park. We ended up selling our car because it was costing too much to park it. This is pure greed.
No 32 - Ryan Kilkolly: the system is already broken - there isn't enough parks in most suburbs. The council shouldn't be taking more money of people for arbitrary reasons. Most people see nothing positive come out of the council, just constantly trying to milk more money out of everyone. Give the working man a break for once and try working FOR the people like we elected you to do instead of taking our money!
No 33 - Madeleine Smith: this is ridiculous. Paying \$126 a year is plenty. Increasing the parking for residents is a bad idea as many of us do not have any options for off street parking. I strongly object to this
No 34 - Callum Riach: As far as I'm concerned the cost of a resident's park should be a token amount for no other reason than to establish that the applicant exists. There is no need for an increase in fees, and especially not a jump of this size.
No 35 - E Solomon: A price increase all round is unjust for the working class, having enough to pay for as it is in this already extremely expensive city is tough and then you choose to increase prices making it much harder for people to live a healthy life. The youth suicide rate is high enough, and it's not decreasing any time soon so the least you could do is not make others lives harder with these various price increase all round the city and streets.
No 36 - Steffi Van Lith: One of the reasons I moved from the city to the suburbs was that I had to pay a ridiculous amount for the car I share with my partner. Even paying didn't guarantee me a park as it was also a coupon zone. There were plenty of times people were illegally parked taking up valuable residents spaces and no warden to be seen. It was a nightmare. Increasing your revenue won't increase the car parks or wardens in residence areas. You are just s hurting the pockets of those that need vehicles.
No 37 - Jason Coleman: This is the most insane. What are we supposed to do just not have cars. Residents should have access to at least a free park per household paying to park around were you live in an unguaranteed spot is stupid. It's just punishing the Wellington community, Wellington builds houses on hills and around areas where its impractical for dedicated parking spots. It's ridiculous to charge for someone to park where they live let alone this massive increase which is unwarranted. This is money grabbing at its finest you hungry pigs
No 42 - Grace Cantrick: BIG NO residents parking is for those mostly who can not afford a big house with a garage. To then have to pay to park on the street is ridiculous anyway.
No 43 - E James: For most, living in Wellington is already expensive due to rent prices. Having to pay to park your car outside your house is already expensive compared to other cities. It's just not affordable for those on lower incomes like me. It would eat into my personal money for things like medical bills and healthy foods. A 54% increase is huge and not in line with inflation. The cost of roading would exist whether or not my car is parked on it and having it parked is not increasing the cost. Many Wellington homes do not have off street parking, such as my own rented home. I have no choice but to pay for parking and I do require a car for my day job due to the nature of it. I find this increase to just be financially punishing those of us that don't have other choices.
No 44 - Geoff Young: No, as a resident that does not have any OSP available at my home, it is absurd to have a fee of close to \$200 p.a to park on the street on what is considered my home. The permit is also not guaranteeing a park, and therefore such high fee is very unreasonable. I do however agree to a reasonable

increase in line with inflation, but not a greater than 50% price increase.
No 45 - Alicia Howe: it is grossly unfair to increase charges for residents to park outside their own homes, especially so far from the CBD
No 47 - Georgina Kelly: People should not have to pay extra to be able to park where they live. It's not always guaranteed that they will even get a park when paying that money.
Yes 50 - Abby Malcolmson: but upping the cost of residents parking is just rude and unacceptable. I need a car for health reasons so I need residents parking and you want to charge me more t to park my car outside my own house ? When I need a car for medical reasons ? Rude
No 51 - Sian Parry: stop increasing parking prices, nobody wants to be in the city anymore
Yes 52 - Joseph Shannon: Increase should be greater.
No 54 - Jarrod Bidois: parking is too expensive already
Yes 59 - Timothy Keats: I'm fine with this
No 61 - Jessica Smith: Considering a lot of houses in Wellington do not have driveways, the only alternative is on-street parking. Increasing the prices is just making it less efficient for individuals to be able to get to their Jobs, University etc. Without my car in Wellington, I would not be able to go to the places I can and I would not be able to afford the increase in the price either considering the petrol in Wellington CBD is already at \$2.30.
No 63 - Isabella Sutherland: Residents are already at a disadvantage because their property does not include a car parking space, and have to pay for the residents permit as it stands. It seems unfair to increase the charge when nothing about the service / permit is improving
No 64 - Guest Calvert: Wellington is the only place I have ever lived (in NZ or overseas) where I have been required to pay to park outside my own home. I would have gotten rid of my car had there been a reliable public transport system in place, however due to the fiasco that has been the "upgrades" to the bus system over the last year I have very little faith that there will be any improvements in that area sometime soon. Wellington City Council are also the most stringent I have ever seen in enforcing parking fines (including refusing to waive a fine that I incurred as a volunteer firefighter, responding to an incident in my own vehicle) so I'm sure plenty of money is made that way without further charging people with a legitimate right to park on their owns streets. It says this increase is to better reflect the value of the land - Wellington rent prices have already been hitting record highs. If you are looking to push people out of Wellington and into the Hutt Valley or beyond, the Council is definitely heading in the right direction, which is a shame because I love this city.
No 65 - Laurie Hyde: You are intending to restrict access to parking to residents and people of the city who have no other option. Yes, it is important for access to walkways and cycle paths but it shouldn't be at the detriment to residents of this city who require vehicles. You have citizens who have no other options, disabled, financially restricted and by cutting out the number of and the accessibility to these parks, you're putting even more pressure on people who choose to live in this city. Actions like this restrict who can live where, and when it's already hard enough to find a house, let alone one with an off-street park. This pushes people and business

out of the city, and will cause more disruption than it will benefit. Rethink it please.
No 66 - Angus Lindsay: The council already generates horrendous amounts of capital from inadequate parking in residential areas. This is not good enough.
No 67 - Lisa Seddon: please don't increase resident and coupon parking.
No 68 - Krysana Hanley: The costs of cars alone and the parking as it stands is already a major cost for owners. Also, those who need cars for work, mobility or even leisure shouldn't have to pay more just because their residence doesn't have a driveway/parking.
Yes 69 - Matthew Gibbons: The amount charged for residents parking is still very low in relation to the private benefit. It is much lower than people pay for a bus pass for just two months. In inner city suburbs a charge of \$1,000 per year could easily be justified. This would encourage people in inner city suburbs to think about whether they really need a car. Those who do might move to an outer suburb where car parking is more abundant. Parking charges should increase as frequently, and at least by the same percentage amount as bus fares.
No 70 - Sophie Greaney: I am a student who needs my car to travel to and from my part time job and university. This increase is very expensive for me and unnecessary to increase it by such a large percentage. Thank you
No 71 - Victor Chang: This would just be a penalty on the low-income people who require a vehicle for work/school/dependents
No 72 - Milla Bertoldi: Do something useful with the money you get from parking. We all know it's going to go straight back into the pockets of council members.
No 73 - Charlotte Daniels: I do not agree with any proposals, living in this city is already too expensive with our rental rates. From an already struggling mature student with no disposable income.
No 79 - Jessa Thompson: I cannot afford residents parking currently let alone under the new proposal. Also in Aro Valley there is no free parking near my street and we do not have a garage or driveway for that matter, where am I meant to park?
No 81 - Steven Job: Resident Parking should be free, or a minimal charge to obtain a permit that lasts multiple years. Due to the nature of Wellington's geography, many properties don't allow off the street parking, so concessions should be made to residents of the city.
No 83 - Holly Mcwhirter: students struggle to pay rent as it is. We are one of the most expensive cities in the country for rent and now parking may go up? How is that fair?
No 84 - Milind Gandhi: large amount is getting increased for residential

<p>No 85 - Greer Dalziell: I would feel as though I am being robbed. I can barely afford it as it is. It's an absolute rip off. I can't afford this and would mean I will have to move. Does not need to be changed at all</p>
<p>Yes 87 - Connor Wallis: The current rate is already too much. Why should I need to pay to park outside my own house? Lower the cost if anything</p>
<p>No 88 - Tamara Wilson: residents parking fee should be an administration fee only. Why are you attempting to profit off this? To purchase a house in Wellington you should have a right to an off street park. Sure, for a fee because Wellington is so busy, but is it really necessary to increase by \$50+?</p>
<p>No 91 - Darren Stafford: What an absolute gouging as well here. Again, no costs going up, just this mythical concept of value of these going up.</p> <p>You've already hit up residents for above CPI increases in the rates - often to fund ridiculous projects like that absolute lunacy in Taranaki Street. An abject failure that was. And now, you propose that there's an increase in value - created from what and by whom? I know - rhetorical question - because it's nothing and no-one. People have already paid for that.</p> <p>How about this for an alternative. Charge the people using bikes. Council has invested a lot of ratepayers money in that area, and for what financial returns? Nothing. It is this action, which has reduced the number of carparks that is a key driver of the perceived "value" increase here due to supply of these being lessened, but demand not decreasing. So charge those who get the benefit. The bike riders. Put a levy on them for the additional services that have been provided to them. Perhaps a bike tollway even. They have received the value, and should bear the cost - not those who actually now have less parking options and a lesser service value.</p>
<p>Yes 93 - Nicola Stout: I only agree with this if you're also increasing the number of residents parking in densely populated areas</p>
<p>No 94 - Leah Lewis: What a complete rort increasing the parking fees for residents. My daughter has moved into a flat in my Vic and gets 240 dollars a week to live as a student. Find some other way of funding your jobs</p>
<p>No 100 - Nancy Luu: Resident parking is not being checked properly, some don't pay for a permit but are still able to park after 5pm to 7-8am next day. So what's the point of increase the cost? Should the checking have been done more thoroughly?</p>
<p>No 102 - Mara Kerschbaumer: ABSOLUTELY NOT. An increase to \$195 is completely and utterly ridiculous. If this isn't a revenue gathering scheme I don't know what is. Personally I struggled to afford the \$126 upfront let alone \$195. People like myself who are students or live pay check to pay check will really struggle with this increase. I am completely and utterly against proposal.</p>
<p>Yes 109 - Kurt Sharpe: I support this proposal with exception for people with disable parking authority.</p>
<p>No 113 - Emma de Wit: As stated, I'm not sure how you justify residential parking as priced above an admin fee in the first place, so increasing the cost of it, why this amount per car.</p>
<p>No</p>

117 - Steven Cromb:

The logic behind this is flawed. "increasingly parks are being permanently removed" into "people who use the parking spaces should contribute more" makes no sense. It sounds like "Lets deliberately decrease supply while not addressing demand and make them pay for it". How about the council shows the people their effort to increase non-predatory parking (e.g. not Wilson) in the CBD before asking for more money.

The size of the increase is outrageous too. Increase in residential parking to 150%? That's an impossible increase to budget for. A limited increase yearly is fair but this is ridiculous.

No

118 - Jack McPherson: Parking is already scarce and unaffordable and as a student I cannot afford to pay so much to keep my car in wellington so that I can work as well.

No

120 - Jenna Randall: I already pay for residents parking every year. It is barely enforced on my street so I can never find a place to park, and too many permits are given out in the first place. I think it's ludicrous that city council is proposing forcing me to pay more for something I cannot use because they don't properly enforce it.

No

121 - Danielle Henderson: It unfair to hinder us further. Just because we were unable to find a house with an on premise carpark doesn't mean we should be punished for owning a car. Increasing this fee adds extra strain for those who need their cars for work, health, etc.

No

123 - A Kelly: Residents are already paying enough to park their cars. Residents who park on the street have to park there as they don't have a driveway or on site parking. To be charging more is unfair to people who are just trying to get by, and having a car is a necessity.

No

125 - Lucy Kean: Please reconsider such a large increase. This will affect a lot of low income earners who need a car for work and survival. We have just had our first baby and in order for me to stay at home for a short time we have budgeted to the last dollar but are still going into the red each week. This will be another unexpected cost making it even more difficult to live without severe financial stress. Please, please reconsider.

Yes

127 - Dan Lord: yes, and should probably go quite a bit higher

No

128 - Kirsty Rose: Vehemently oppose this. It is absolutely not acceptable that residents in suburban areas should have to pay any more than the current extortionate rates to park on the street outside their own homes. The perceived benefits gained by the permit holders are over-valued in your proposal. Frequently residents only parking is sectioned off to allow road works, privately owned infrastructure works or private or public construction works to take place, so it is not even available to the permit holders for many months of the year. You offer no rebate when you allow this to happen by agreeing to "traffic management" plans presented by these various organisations/individuals & provide no alternatives to the permit holders in these areas. There is not enough residents only parking for the residents in any given area in any case, so the amenity provided does not even meet the needs of the community. It is audacious in the extreme that you would consider increasing the cost of such a paltry and insufficient service. It also seems unfair that different suburbs have different rates. The cost of the Wellington road & parking system being so woefully inadequate should be shared equally between all road users.

No

129 - Jakob Coker: Wellington is expensive enough to park anywhere, this proposal is ridiculous and obviously only seeks out more money and not a more efficient parking service.

<p>No 130 - Courtney Hutchinson: I think it's ridiculous to charge us residents even more, please have some morals WCC</p>
<p>No 133 - Chelsie Burnett: People who live in central city should have access to parking where parking is available, and they should have access at an AFFORDABLE rate. I am one of few that has a driveway and therefore I have private parking but for those that don't (most people in Wellington) this will be an unnecessary blow.</p>
<p>No 134 - Vanessa Coultas: There is no reason for such a price hike. Well above inflation. Sounds like money gathering and for what reason? It's outrageous when we have no where else to park and we are a cornered market. And where will the extra revenue go? I wouldn't trust that it would be put to good use - in the public interests - wasted no doubt on Projects that councillors waste time and money on or for higher Councillor wages.</p>
<p>No 135 - Moira Aberdeen: the increase is out of order and beyond excessive</p>
<p>No 136 - Grace Harcourt: Please stop. The fares are outrageous enough already. It is unfair to increase the prices of resident's parking. It's exclusive enough as it is, and you can barely even find a park that's close enough to your house. Paying to park on the street is ridiculous and a really unfair charge, please don't make it cost more.</p>
<p>No 137 - Ashton Abou-Antoun: The reasoning given that increasing the price will "better reflect the value of the land and parking benefit gained by the permit holder" is completely flawed. The role of the council is to provide basic services and maintenance to the community it serves, not extract as much money as it can justify from them. No extra service is being provided to the residents so why should they be charged more now? The councils mindset of extortion towards car owners in combination with the deeply flawed public transport system has made Wellington only more inaccessible especially for those who live away from the city center or who earn a lower income. Parking in Wellington is already prohibitively expensive, increasing it further will only make the lives of the people here worse not better and should not be implemented. If these proposed changes go through i will make a note of who voted for them and will make a point of voting against those council members in the upcoming local elections.</p>
<p>No 138 - Samantha O'Hara: All this achieves is driving out lower-income residents from the CBD to the suburbs, stop trying to gentrify Wellington. Parking is already unaffordable. At least lower the cost of public transport and make it more efficient so that people have other ways of getting around!</p>
<p>No 141 - Katherine Mitchell: If you live in a road you should be able to park in that road. I understand there being a fee for some CBD zones but for residential zones such as Thorndon you are just gaining venue off of families already paying high costs to live in a city.</p>
<p>No 144 - milo meldrum: THIS LAND DOESNT BELONG TO ANYONE OTHER THAN PAPATUANUKU YOU ALREADY TAKE SO MUCH FOR TAXES. TAKE MONEY OUT OF THE DEFENCE SPENDING BUDGET AND HELP YOUR CITIZENS INSTEAD OF TAXING THEM MORE.</p>
<p>No 145 - Anna Gilmour: it is quite expensive already</p>
<p>No</p>

<p>146 - Anneke Wilson: Parking is already hard enough to come by in these areas. a lot of times there are far more residents permits/coupon exemptions issued for the area. There is no need to increase the cost when there are already not enough parks as you are making money out of people who cannot even park in the parks in the first place. There has also been a significant drop in the amount of available parks due to the new bust stops for the "bus routes" that were a complete disaster.</p>
<p>No 147 - Christine Ogden: NO it's not Fair.</p>
<p>No 148 - Hannah Megennis: It's already so expensive. A lot of the people who have to pay for this are poor people who already have to pay an inflated rent for some crappy house which doesn't come with any parking so you have to pay on top of that residents parking. We already pay enough.</p>
<p>No 149 - Marlon Richards: Please don't raise the costs, thank you.</p>
<p>No 150 - Joanna Newman: This is a big jump in price for Coupon Exemption. I accept that it is reasonable to pay something but those of us who have these permits have no option but to park on the street. I might even consider an increase acceptable if the Council stepped up its monitoring of parking in Coupon Exempt/Residents Parking areas to ensure that people without these rights were not abusing them. In recent years, the Council has done very little policing of vehicles parked without such permits. Long-term parkers without permits in my area have included camper vans and trucks, not to mention cars. If Council was prepared to increase monitoring and fining of vehicles not displaying permits, I might consider the cost increase acceptable - but not until then.</p>
<p>No 151 - Courtenay Parkes: this is an additional tax that impacts on the poor, the people the Council allegedly wish to support. I will withdraw my support for this council</p>
<p>No 153 - Cristopher Tika: Resident shouldn't be penalised for your ambition, Mr Mayor.</p>
<p>No 156 - Ariana Abbott: As someone who has to pay residents to park near my house, and then ALSO coupon to park near work this is just ridiculous. We Already have a HUGE issue with rent prices in central city, and this is just kicking people down further by dishing them out another unreasonable fee to park at their own house. Terrible idea</p>
<p>No 157 - Christine Anderson: As a general comment, can you please reconsider how you advertise these changes? I don't get a newspaper so wasn't aware of these proposals until a friend posted them on Facebook, and this change is quite a lot of money.</p> <p>In respect of this proposal, I don't agree. I am a renter, we have a garage but it's too small to fit a car in. I use my car so I can go to the gym, go supermarket shopping and be able to buy lots of food for my household and visit friends. It is incredibly hard to find a park on Owen Street or the surrounding streets due to hospital workers and visitors. So I have to pay for a residents park. I think it's interesting you say those in a residents park can take up that park all day, well of course it does. I don't have anywhere else to park my car as I have no garage. I can't afford to drive my car to work and pay for parking in the city every day, and I want to make use of public transportation. If I don't park it there where else could I.</p> <p>Obviously I'm concerned about myself and having to pay more to have a car, which improves my quality of life by allowing me to do things I couldn't do without it (ie getting out of the city, being able to buy groceries easily, socialise without getting wet). I don't think that a fee increase is warranted given how little the residents parks</p>

<p>are enforced by wardens.</p> <p>in respect of others, I am concerned that those who aren't able bodied, those that carers, or those who already struggle with money, especially in Newtown, would really find it hard to pay \$200 a year, for having a car which enables them to do so much.</p> <p>My suggestions are:</p> <ul style="list-style-type: none"> — no increase, or a smaller increase (\$20-\$30) - a means test or a way for those with community services card to receive a discounted rate - consultation with the hospital - they need to have more parks for staff to present them for parking in front of our houses.
<p>No 159 - Gabrielle Watson: already too hard to actually find a park.</p>
<p>No 163 - Guest Rogers: Parking is already limited. We already pay a large fee that students straight up can't afford now as it is. Raising the fee will make you money but piss off the people who you're supposed to be working for to help with this situation. Unless with this extra money you buy a plot of land on Tasman street for at least the mount cook residents to park so we aren't all competing then why do you want us to pay more. This cost rise is unaffordable in an already unaffordable city where I can barely afford rent on my student loan and live off of noodles. Wellington should be a national crisis for how many people are living in their cars. Stop charging us all this extra stuff on top. Especially when targeting suburbs with primarily students</p>
<p>Yes 166 - Zach Yearbury: As above, residents permits should be further provided to those living in multi unit buildings without garaging services. Parking in the wider Thorndon area is poorly managed and would greatly benefit from further road markings/parking makings which allow people to park appropriately and not take up multiple parks. This on flow from one person parking too far out of a vehicles required space can ultimately lead to areas which may for example be able to fit 10 vehicle to only fit 6-7,</p>
<p>No 167 - Rachel McConnell: Wellington is already becoming a city that is only affordable for the wealthy. this confirms this. we pay an extravagant amount in rent for our 4 bedroom house; the council only allots us one parking space. it's little things like this that make Wellington miserable for those on the margins and renters. the street parking isn't even safe, cars regularly get broken into or damaged and to pay more when your car premiums are already high because of that risk is too much.</p>
<p>No 169 - Elliot Smith: Wellington has better public transport than most cities, but it is not as good as it was and this debacle with the buses could easily have been avoided. There are also less parking places than before. Some ratepayers simply depend on cars - particularly the disabled. This plan treats motorists as "cash cows", and if this is done on the pretext of environmental welfare, you are unfairly assuming that all motorists want to destroy the environment. This is certainly not the case! Both local and central governments need to find solutions to Wellington's transport woes in a way which encourages public transport use by MAKING IT BETTER AND MORE ACCESSIBLE, and acknowledging that for some people there is simply no alternative. How about investing in more electric car charging stations and car clubs, such as "ZipCar" in London?</p>
<p>No 171 - Matthew Dean: My observation is that in parts of the city fringe residents parking spaces are not efficiently used or shared. There may not be enough disincentive for owners of cars with these permits to find more efficient utilisation.</p>

Creating a closer to market cost for resident parking may be a solution to this inefficiency.

Your proposal discounts the cost of residents parking by 95% (\$2400/year for coupon parking cost and \$120/year for Coupon exemption fee, \$3900/year private uncovered market rate* and \$195/year for a residents permit fee).

Up to \$7410 per household per year is a massive discount. What amounts to subsidies of this value should, for the sake of transparency, be supported by improved Council information to ratepayers on how the discount is derived.

It is too easy to apply for, and be granted, the creation of a new resident only parking space. The changes give residents a privileged right of ownership of public space in front of their residence(s) at substantially below market rates.

I partially support the Council proposal of increasing the costs of parking, especially for residents of inner city suburbs. However;

1. The 95% residents' discount should be reconsidered, and more information given, for the sake of fairness to other ratepayers
2. Based on the 95% discount, the fee of a resident's permit should be over \$195 to make it commensurate with market value an uncovered car park outside the residence.
3. Based on the ease of applying for and being granted new resident parking spaces, an assessment of the value of additional restrictions may stem the subsidies available to city fringe residents.

*The current median asking price of private uncovered car parks, listed on Trademe (21 April 2019), in these zones is \$325 per month (your proposal is \$195 per year). A market price of \$325/month does not reflect the additional premium, or utility of having a resident space outside one's residence. Recent standalone car park sales in the zones covered by residents car parking have been over \$100,000. The market premium placed on city fringe properties with private car parking can be over \$100,000. The cost of raising and maintaining this amount of capital significantly exceeds the proposed residents permit fee.

No

174 - Calib Pomana-Wesley: its already expensive enough without an Increase

No

175 - Jasper Healey: cost of food and rent rising we can barely afford anything what with the blatant corruption around the Shelly Bay development and now this! no way am I voting for anyone currently in city council next bi election

No

176 - Kirita Escott: North Terrace/Upland Road in Kelburn is a particularly horrible place for residents to find parking. Often we have to park closer to the Kelburn shops and walk home from there. Seeing as more parking spots aren't going to be provided, I cannot see any reason whatsoever for the residents parking fees to increase. Especially when I can't even park on my own street most of the time.

No

178 - Cam McNae: Increasing resident's parking prices will have no effect on the demand for parking. If you increase coupon prices this will have a larger impact on reducing demand and then those who are Mt. Vic residents will actually be able to find parking amongst all the coupon parkers.

No

180 - Richard Feltoe: Increasing residents parking cost from its current cost is an appalling move by the

<p>council. Not only is not backed by evidence such as keeping increases in line with inflation but rather an arbitrary price jump to increase tax revenue for the council. The most despicable part of this is that it will by and large effect poorer residents and effectively further price them out of living close to the cbd. It is rent seeking and an abhorrent practice that people would expect better of especially from a our council which is supposed to have its residents best interests at heart. Cars aren't evil in Wellington they are a necessity.</p>
<p>No 182 - Rachel O Connor: Increasing fees when you are not guaranteed a parking space is ridiculous. Having a car is not a privilege it's a necessity when working late hours.</p>
<p>No 185 - Jevon Wright: I do not agree with this proposal while our public transport system is unable to cope with existing levels of demand. Increasing parking charges will encourage more people to take public transport, which is already beyond capacity, and this proposal will make the existing situation worse. If this proposal goes ahead I would expect to see 100% of this increased revenue permanently targeted to improve public transport.</p>
<p>No 188 - Alia Shami: I am strongly opposed to this suggestion. As a renter, this will likely cause me to spend a lot of my extra money, this is so unfair and parking as is, is totally fine. Please find another way to generate funds for yourself, don't increase residents permits. No one apart from residents parks in my area anyway, so what's the point of this increased resident parking? There is no point. It is just incredibly unfair on residents and makes us pay more from our pockets on parking that isn't even safe.</p>
<p>No 190 - Guest Osborne: come on they pay enough to live there don't make it harder</p>
<p>No 191 - Fiona Curtis: Until public transport is improved, owning a car is a necessity for many residents and the fee shouldn't be increased.</p>
<p>No 196 - Guest O'Neill: More than a 50% increase on any service, let alone one that is not optional for many people, is absurd. If you wish to increase residents parking by such an amount, it should be restricted to 10-15% annual increases until the desired cost is reached. I sincerely hope that this absurd and sudden raise in cost for resident parking is abandoned.</p>
<p>No 197 - Rose Peters: I am a student that struggles with other financial responsibilities and to have to pay more to park outside my own house is inconvenient and annoying.</p>
<p>No 199 - Guest Randall: off street parking can be hard to find and in residential areas families with more cars for a larger family should not be penalised if they pay for on street parking. the increased amount is a ridiculous jump which will get the council a lot of backlash causing other problems. there should be creative solutions not extreme penalisation for any issue the council is attempting to fix.</p>
<p>No 200 - Flynn Everingham: it's ridiculous, parking meters are already too much and as a student I struggle to see how I'm going to be able to continue to keep a car that I need for transportation, if anything prices/ticket prices should be decreased</p>
<p>Yes 201 - Jeff Soukotta: Amount seems reasonable.</p>
<p>No 203 - Guest Last: I believe residents permits should be revoked in CBD. Residents choosing to live in cbd</p>

<p>should pay coupon prices daily just like other rate payers visiting the city.</p> <p>Suburbs in less prime areas like Kilbirnie / Miramar/ Newtown should be limited by time (ie 120 or 240mins) and not require residents coupons. Residents wanting to have a park should pay encroachment fee not residents parking.</p>
<p>No 204 - Mr. Stephen Hebbend-Bach: As most areas that use these have no choice, an increase of this level is unfair and not justified.</p>
<p>No 205 - Ashleigh Parrott: This creates a significant barrier to lower income families who are then unable to afford to maintain a car - this restricts work and access to healthcare with further effects on health as a consequence.</p>
<p>No 206 - Dylan Kelly: makes it harder for low income earners and students to afford these permits</p>
<p>No 207 - Julia Stevens: The cost of renting our townhouse is already high, and we have already cut back from two to one car for reasons including affordability. With a number of residential houses in the city not having a front yard or garage, owners and tenants are required to park their car on the road. Street parking should be made as accessible as possible for residents, including keeping the cost to a bare minimum and providing parking as close to their home as possible. I do not support increased costs for parking cars outside our homes.</p>
<p>No 208 - Kathrin Strati: Absolutely not! I pay a fee for a permit to park on the street where I live although a park is not guaranteed - according to Council. Why should I be further penalised just because I own a car and live in the central city? You don't know my individual circumstances and why I need a car? Why should I now pay \$195 for a permit when I'm not guaranteed a park in my street. Why should I pay \$195 for a permit when people from other suburbs park up, don't buy a coupon and then walk to work in the CBD? Why should I pay \$195 for a permit when folks come in on the weekend for an event, park up, don't pay for a coupon and then I can't park when I get home?</p>
<p>No 213 - Karen Hebbend-Bach: As the Wellington City Council is removing many car parks from the central city and surrounding suburbs it is becoming increasingly difficult to find a car park anywhere near your residence. I therefore think it is grossly unfair to increase these charges / fees when the council is getting rid of or withdrawing / reducing services to the Wellington communities affected by this. Also residents in some of these areas have no choice but to park in designated Resident Only parking zones as there is no alternative for off street parking.</p>
<p>Yes 215 - OLIVER SANGSTER: Overall comment - agree that car parking should be more user-pays, and costs of occupying public space for private benefit should be more reflective of the actual/potential land value / opportunity cost to the community that is "lost" by having a car parked there.</p> <p>Charging for car parking also provides a good incentive for people to use public transport more.</p> <p>So I agree with all of the proposed increases in parking fees.</p> <p>As a Mount Victoria resident, I have no problem with the increase in resident and coupon parking exemption fees. The current fees are too low. Local Mt Vic/Mt Cook/Te Aro etc residents are <u>not entitled</u> to a park their car on a publicly owned street, even if they don't have an off-street carpark. It is by the councils' good grace that resident parking system exists <u>at all</u>. Any opposition on the basis of that sense of self-entitlement should be</p>

<p>ignored by the council.</p> <p>To address the "tax on the poor" critique, perhaps the council meet that halfway by retaining the lower fee, or having a discount, for CSC (community service card) holders, whose car is registered under that name. Uni students should not be exempt.</p> <p>Thanks</p>
<p>Yes 216 - Kari Scrimshaw: After living in many large city centres before coming to Wellington I do not assume that street parking is a right of residents rather a privilege and the current cost of residence permits is low. I would like to see some accommodation for those who are eligible for disabled permits in order to support better access for those that may require it.</p>
<p>No 218 - Francis Hyland:</p> <p>As a resident I have no choice but to park on the street. I don't drive it during the day, instead use a cycle or public transport.</p> <p>Also, it's not a fair system, why should somebody who has off street parking whose driveway takes up the equivalent of a car park not pay for that car space? For example 36 Roxburgh St, Mt Vic has 5 off street car parks and the equivalent of 4 kerbside car parks to service them.</p> <p>I also think that the current fee is more than the actual administration cost, its being used as a revenue generator. It's cheaper to get a 10 year passport.</p> <p>What's the actual purpose of the fee anyway, to discourage driving in the city, typically for a residents car that does not go anywhere?</p> <p>The residents current permit cost is unjust as it is, to increase it is an insult.</p> <p>What do Councillors pay for their council car parks? Are they being reviewed as well?</p>
<p>No 219 - tel pet: There is no justification for this increase. Just a council that is poorly managed and not able to operate within a budget.</p>
<p>No 220 - Joseph Winkels: I do not agree with this increase</p>
<p>No 222 - Eleanor Jolly:</p> <p>I am unsure how much Residents carparking costs to run but suspect it is low.</p> <p>For us in Newtown there are existing and upcoming pressures on the existing parking. These include The Hospitals (there are three), Wilson St cycleway, proposed eVehicle charge parks, and the new 56 new apartments under construction which have no carparks.</p> <p>Newtown also has a high percentage of houses without off-street carparks.</p> <p>During some events we have had non-residents park in the residents spaces causing some annoyance. An added annoyance is that the council is unable to tow these illegally parked vehicles. Not directly related to the costs but it is related to the value.</p>

<p>No 227 - Emily Leopold: completely unfair to penalise people because they have to park on the street.</p>
<p>Yes 228 - David Mitchell: An increase is necessary, although I would suggest this approach is too limited in scope. I would suggest a higher fee, expansion of the existing areas, a greater proportion of resident to coupon parking, as well as new areas identified in suburbs that do not have any control on their parking. To align with a compact city, as well as being Zero Carbon city, we need to drive less which means having fewer cars. Greater control on parking is an acceptable way to achieve this outcome.</p>
<p>Yes 229 - Neale Jones: Given the challenge of climate change, we need to encourage low-emission modes of transport rather than providing public subsidies for private vehicles.</p> <p>The proposed fee, which works out at \$3.75 per day to rent a piece of public land, is extraordinarily reasonable and in my view the Council should be increasing the cost significantly further.</p>
<p>No 231 - Ross Wakefield: The proposed cost increase of Resident and Coupon Exemption Parking Permits is excessive.</p> <p>I would support a more modest cost increase e.g. a 25% increase.</p>
<p>Yes 233 - Michael Lowe: Yes, however, more needs to be done to support those with disabilities whom have no or little choice as to how they travel. Please consider exempting residents whom have mobility parking permits from having to pay residents parking. Most people can choose to drive however it's important our policies support those who don't have choices.</p>
<p>Yes 234 - Neale Dickson: Still the cheapest bit of land in the city</p>
<p>No 235 - Vanessa Harrold: I am totally against this. I am a permit holder myself. It is not the residents you should be punishing with an increase in parking costs, it is the visitors to the area that should be paying the brunt of this rise, not the rate payer. Wellington has traditionally built houses without garaging, meaning that residents have no option but to park on the street. Originally parking permits were designed to allow residents to park near their house. This is no longer the case, and resident parking is harder and harder to find. If you can guarantee a place for my car, I would be happy to pay the increase. Wellington City Council has just approved a new building apartment block housing 50 apartments that does not have its own parking - this is ridiculous. If new building consents do not need to require parking for its residents then WCC is increasing the problem with car volumes on our streets - and thus revenue gathering in the process. You need to stop bleeding your rate payers dry with all these extra added expenses. By all means charge the visitors, who would be happy to pay, but you are disadvantaging your local people with higher rates increase and now proposed higher parking permits. It is hard enough to make ends meet for many Wellington citizens - and now you are now proposing to make it so much harder! Wellington is turning in to an un-affordable city, and we need to stop this.</p>
<p>No 236 - R Fisher: No - most people own at least one vehicle and it is hard enough having visitors to my area (Mt Cook) to find a park and then council build more flats / kiwi build housing and takes away car parks from existing residents. it is shameful. also hard for people to afford car park permits if students or low wages. cost of living is already sky high currently and now the WCC want to charge more \$?! spend less on 'art' installations and more on servicing the Wgtn public better with the crazy amount of rates we pay</p>
<p>No 237 - adrian woodliffe: this is a significant leap in the proposed fee. we straddle student and inner-city</p>

<p>dwellings in our street. the majority of people that would use the residents parking are younger people as we see it and this proposed fee hike would only make life tougher for that demographic. for us it is about the principle of the increase - it is a significant increase as mentioned and we are opposed to it. if we could use public transport to get to our respective jobs we would but we wouldn't be alone in having to use our car and park it outside our residence. going by the number of residents parking zones in the city this proposed increase is not likely to swell the coffers to any great extent and will only serve to act as a flame to a PR debacle for the Council. please reconsider this action</p>
<p>Yes 238 - Patrick Morgan: On street parking is underpriced now, leading to low availability and poor use of public space. This is a sensible change.</p>
<p>No 241 - J Boyle: As it currently is, I have constant problems with trying to find a park anywhere near where I live and frequently have to park in Willis St, pay for parking and move my car every 2 hours. This is mainly due to the fact that the current resident parking spaces in Watson St and Buller St are only available to residents Mon-Fri 8am - 6pm, anything after that it's a free-for-all. The amount of time I spend having to drive around looking for a park is quite frankly, bloody ridiculous ... all because non-residents are looking for free evening and weekend parking with absolutely no time limit restrictions. I have to go through this drama almost every weekend and usually Thursday and Friday evenings, it really is beyond a joke.</p> <p>So no, I certainly don't agree with having to pay even more for a resident permit while the current restrictions remain in place. If the current resident parking in these streets were to change to 'resident parking at all times' then yes I would be more agreeable to this fee increase. At the moment I don't see why I should pay even more for a resident permit when a non-resident can park there anytime Mon-Fri from 6pm - 8am and all day during the weekends completely free.</p>
<p>No,No 242 - Scott Sargentina: This proposal is so bereft of merit and so lacking in science or research (or common sense) that I request the ability to make a submission in person.</p>
<p>No 243 - Anita Maitland: This is very unfair to the residents, as we already have to pay enough in rent as it is. This council is all about spending and taking away from us, they have no idea about budgeting at all. The cost of living has gone up ten fold, but they don't care. They need to remember that not everyone has a garage either, so leave our residential parking alone.</p>
<p>No 244 - Ainsley Harris: residents permits are expensive enough. Stop increasing.</p>
<p>No 245 - Natasha Wall: there is a significant shortage of residents parking around the city. increasing the already arbitrarily inflated prices is unnecessary and uncalled for.</p>
<p>No 247 - Stephen Carey: overpriced already</p>
<p>No 248 - Rutger Kuyper: Since the introduction of paid weekend parking in the CBD, parking in the Watson Street/Buller Street area has become impossible due to the residential car parks there not being in effect during weekends. The council is now proposing a second increase within less than a year for a service that has become much worse (and very hard to use since the introduction of paid weekend parking). So, compared to year ago, we will now be paying almost double for a service that has lost about 75% of its value due to the introduction of paid weekend parking (of which the flow-on effect to surrounding areas has not been properly evaluated). I can only support this price increase if the council actually adds some value back to residential parking, by making it apply 24/7.</p>

<p>No 249 - Amanda Chadwick:</p> <p>While I accept an increase in coupon / resident parking of some sort is inevitable to keep in line with increased values elsewhere, what basis is a 68% increase in Coupon parking made on?!!! \$71.50 to \$120 is ridiculous for a one year coupon increase. I understand land has increased in value, but the proposed street parking increase is stupidly out of line to any benchmark let alone the said comparison to land value's mentioned in the first paragraph. My house hasn't gone up 68% so why should the 2m strip of road outside my house cost 68% more to park on overnight??</p> <p>It would be more palatable if the increase was linked to something like inflation or average wellington house price index etc - a benchmark that is real and factual rather than pulling numbers out of thin air. Also remember coupon parking is generally only used for certain hours of the day ... so what ever metric is used to benchmark the increase should reflect the average usage of the park accordingly. ie average person parks in Thorndon for say 12/24 hours so should be adjusted to reflect 50% of the land use actually benefit from.</p>
<p>Yes 250 - . Hart: I support the proposal and would also support raising the costs of resident permits even higher. Residents that rely on these permits should be penalised for expropriating public land to store their vehicles.</p>
<p>No 251 - Kirstin Semmens: As a Mt Cook resident we already have limited parking and are about to have even less when the reservoir build commences. Increasing the charge for resident's parking when they may not be able to get a park, and it's the result of public works that will disrupt our lives significantly over an extended period, is poorly thought out. In addition, a number of the houses we live in do not have offstreet parking available, so we are penalised for not being able to afford to live in generally more expensive housing that includes a garage/offstreet parking.</p> <p>While agreeing that encouraging people not to have cars in the inner city is admirable, generally currently it is necessary to use a variety of transport options to get around the city efficiently.</p> <p>A smaller increase over time may be more palatable while cycle infrastructure is improved.</p>
<p>No 252 - Susan Walsh: It is a little difficult to comment on this however I question if residents are actually able to find sufficient parks. If not I don't imagine this would be well received.</p>
<p>No 254 - Guest Cook: this one makes me the most angry! Rent is already ridiculous and then I've got to pay for parking on top because the bus system has absolutely shat itself!!! As a resident I should be entitled to a park that doesn't take advantage of me.</p>
<p>Yes 255 - Stuart Macandrew: The increased rates are still orders of magnitude below market rates. This is causing abuse and arbitrage.</p> <p>You are granting property rights to residents that do not exist.</p> <p>Rates should be ratcheted up to a more realistic rate. Say \$5/day.</p>
<p>Yes 260 - Owen Watson: Approve but need some way of controlling residents turning front rooms & gardens into parking pads/garages, thereby decreasing general parking even more.</p>
<p>No 262 - Monica Harris: Again these will become unaffordable and inaccessible for the people whom need</p>

<p>them.</p>
<p>No 267 - Ralph Titmuss: living in oriental bay, I cycle to work each day and maintain ownership of a car for sporting and family commitments. Whilst I agree that parking fees should increase along with costs of maintenance etc, a 70% jump is outrageous and betrays it as simply another way for the council to raise rates by stealth. I would find it difficult to believe that costs to the council have increased 70% in the last year, if so I would question the financial and development responsibility of the council.</p> <p>This raise is far too much all at once, and unless there is substantiation as to why this increase will offset actual costs, this raise is clearly nothing other than an attempt to socially engineer the attitudes of inner city residents. This raise is nothing but a tax and rates raise on inner city residents by stealth, and something that I would strongly oppose and vote against in any upcoming electoral campaigns.</p>
<p>No 268 - Magenta Mudgway: It's already hard enough for many who are having to pay money just to be able to park at their own place of residence especially when those parks aren't even guaranteed and permits only count during the weekday. Anyone can park in resident parks as soon as 6pm rolls around and the weekends is a free-for-all. We shouldn't be charged even more just because the houses we live in don't have driveways or garages due to the cramped in nature of housing in Wellington. Especially when many of those in the affected areas are already paying huge amounts for rent and many are students/low income earners who won't be able to afford the increase either outright or without making sacrifices to other necessities (i.e food budgets)</p>
<p>Yes 269 - Archibald MacLean: Similar comments as outlined in TR91-19 above. Happy with the proposed increases in fees, but over-arching requirement that Parking services increase the monitoring and policing of the parking areas more on the fringes and less on the CBD.</p>
<p>No 272 - Stephanie Matich: Our house was built in 1890.It is obviously part of an 1890's housing development when viewed along side other houses on /Salisbury Avenue.(we are on the corner of the Terrace and the Avenue) The same applies to Mt Victoria and Thorndon.</p> <p>They didn't have cars just horses then , so no garages were built. The council now say we are part of a heritage area and hence can't change the facades of our houses so we cannot build garages!!! You allowed these houses to be built as also some converted to flats yet did not make provision for parking. Now you want to increase the cost of residents parking .</p> <p>I think this is unfair and merely revenue gathering .If you insist then you shd also allow us to pull the houses down and rebuild however we wish along with off street parking. Presently you do not allow us to do that.</p> <p>I respectfully request that no increase in residents parking costs occur. Stephanie Matich MBChB FRNZCGP</p> <p>ps I am disabled and unable to walk long distances, and am increasingly concerned re the move to make parking more difficult and expensive for everyone.I thought the council had an obligation to be mindful of disabled people....so I also disagree with the general attempt to increase the cost of parking in the city</p>
<p>No 273 - Guest Hutchinson: "The Council proposes to increase the cost of resident and coupon exemption parking permits to better reflect the value of the land and parking benefit gained by the permit holder."</p> <p>- already pay high rates due to the value of the land so feels like a double tax;</p>

<p>- is a huge increase;</p> <p>- big problem is that Council is giving out temporary (one month or so) permits which is usually to a tourist converted van vehicle;</p> <p>- where else would we park?</p>
<p>Yes 275 - Eleanor Laban: Only if it's better monitored. We have tons of cars in our street who take all the spots and don't have the right permit. It's frustrating for the people who do pay and can't get a spot.</p> <p>But I also need to emphasize that the biggest car-related problem on our street is speeding rat racers. Please can you allocate revenue from this increase into helping our street with increased planted edges, or speed humps, to prevent the rat racing. Ideally some planted berms to increase greenery at the same time. This is a terrible issue with some really pushy, speeding and aggressive drivers at both ends of the day - it's been flagged with the council previously and we need to know what's being done. This is Wright St.</p>
<p>No 280 - Gregory Kent: I think \$15 a month or \$180 a year would be okay.</p>
<p>Yes 281 - Brian Pike: Still a bargain at the increased price</p>
<p>No 282 - Bridget Kelly: I can barely afford to live in my area and owning a car pushes me to my limit</p>
<p>Yes 283 - Grant Buchan:</p> <p>I agree with measures that result in car users paying as directly and immediately as possible for the services that they use in the course of using their car, current arrangements where this is covered by petrol taxes and rates result in these costs being distributed unevenly and falling on non-motor vehicle users and persons who use other transport as much as they can disproportionately. This represents a perverse incentive to travel by car, which has wide ranging adverse effects on the community.</p> <p>However the increase included in this measure seems excessive, many lower income car users will be faced with paying this immediately and will not have time to adapt. I'd support this measure if the increase was staged over several years along with investments in cycling and walking infrastructure and public transport.</p>
<p>No 286 - S Wren: Neither agree nor disagree</p>
<p>No 287 - Ida Korner: I DO NOT AGREE with this at all. This is taxing the poor. As a student I rely on my car to transport me and my flatmates to our course. We can not afford a rental property with a garage. We car pool to reduce the amount of cars on the road how it is. We can not afford this increase as we already require our full student loan to cover rent and food. This is unfair as it should be our right to park outside our property</p>
<p>No 288 - Georgia Cervin: Currently there is an inadequate number of residential parking spaces in Newtown: many residents pay for their permits but are unable to access resident-only parks because they are too few. This is a particular issue in Green Street, Newtown. This street is a dead-end, with no turning circle. Approximately one third of the street is devoted to short term 60 minute parking, there are approximately 5 residential parks (for the 20 houses on the street, only two of which have drive on parking), and the remainder is unpatrolled. Residents are unable to find parks on their street, even though they have paid for a permit, meaning the current model is not cost-friendly, let alone if you increase the cost. In this state, residents are</p>

<p>unable to use their cars on week days, because as soon as they vacate their park, they lose it for the day as non-residents come to park there. Further, this is causing major traffic problems on Green St, as a number of non-residents search for parks on such a small street, and cause backlogs of cars as there is nowhere to turn on the street when they inevitably realise there are no parks. So my submission is that residents permits - both the cost, and number awarded- cannot be increased until the council has addressed specific accessibility problems of residents parking. In the case of Green St, it needs to be made residential parking only (except perhaps, the short term parks), or a residential-traffic only street.</p>
<p>Yes 289 - Ralph Hall: This is the most controversial of the changes, so will make the point here (but it applies to the others as well). I support moving away from huge subsidies for public car parks and so support the changes proposed. Historically most of the transport policy of central and local government has been focused on promoting/accommodating use of private vehicles. I do think though that good, alternative public transport, walking and cycling options need to be available for people so they have genuine alternatives open to them and are not just hit with higher prices. I look forward (hopefully) to seeing the main and almost sole focus of Let's Get Welly Moving being greater infrastructure for public transport, walking and cycling. I do hope as well that WCC has at the top of their mind the huge opportunity cost of having so much on-street parking. There should be less space taken up by stationary cars and more given to creating a living, healthy, environmentally-friendly city through pedestrian/cycling spaces.</p>
<p>Yes 291 - Simon Ross: All proposals to increase the cost of parking make sense as pricing this below the true cost an unfair subsidy to people who drive from people who do not - and a say this as someone who drives and parks in the central city regularly. Also the opportunity-cost of providing on street parking is high especially with Wellington's narrow streets. WCC's woefully slow and inadequate roll of bike lanes and bus priority is a big problem for better mobility in the city. So if you're going to provide parking make sure it pays its way.</p> <p>Further - residents parking permits are woefully underpriced and will remain so if this proposal is implemented. People living centrally are in a very good position to use active modes, take public transport or use car share schemes. If parks ring-fenced for residents are to be provided these should be charged at the cost of providing them or at the level justified by demand - whichever is greater.</p> <p>So I favour increasing the cost of residential parking permits more than is proposed. If demand does not exist for these permits at that cost then repurposing that street space to more beneficial community uses will be easier and will make the city better to live in and visit.</p>
<p>No, Yes 292 - Catherine Iorns: prices need to go up and the income used to help build better systems so we don't need cars. Eg better bike lanes. More walking. Etc.</p> <p>\$195 pa for Carparking permit is still cheap...</p>
<p>No, Yes 292 - Catherine Iorns: The major increase is not ok. For low income families who have not a lot of money, this comes as a massive hit to the budget as we don't all have off street parking. I ask you to hear me and not increase residents parking cost.</p>
<p>No 294 - Emma Powell: why should residents have to pay extra to have a space close to their home</p>
<p>No 295 - Jennifer Song: not fair for people who don't have a garage</p>

<p>Yes 297 - Zoe Mack: Excellent! Public roads are for the people not for smelly cars which take up space. Any good urban planner knows that. I wish to increase it even further.</p> <p>I wonder if these can be hypothecated back into a public transport/ bike lane scheme?</p>
<p>Yes 298 - Patrick Wilkes: Using the street as a car park has a high opportunity cost - for example it can't be used for cycle lanes - and this is not reflected in current car parking charges. I support increases in charges to park on the street as a way to reduce demand for on-street parking and to discourage people from bringing cars into the city.</p>
<p>Yes 300 - John Ascroft: the cost of providing on street parking is not reflected in these charges, they should be higher if anything</p>
<p>No 304 - Alistair Stewart: The relationship between income, amenity value and land value and Resident parking is not as clear as the proposal states.</p> <p>I have never seen a real estate advertisement list Resident parking as a selling feature. The wealthy are more likely to have off-street parking provided. It is lower income people who have to park on the street, and there are plenty of lower-income people living as tenants even in allegedly wealthy suburbs.</p> <p>CBD parking users and suburban residents are entirely different, and there is no market or cost relationship between the two; therefore a false equivalence is being given as justification for price increases in the proposal.</p>
<p>Yes 305 - Ben Sandle: Most places in residential parking areas are close to city so cycling, walking or public transport infrastructure should be prioritised over storage of private cars on public roads. Roads should be for moving people not storing cars.</p> <p>Many people in these areas could easily walk to town or bike. If there was better cycling from these areas it could help reduce amount of cars drive short distances.</p>
<p>No 308 - Marilyn Powell: An increase is ok, but do bear in mind that to maintain our heritage areas on street residents' parking is absolutely essential.</p> <p>So I would not like to see fewer residents' parks available.</p>
<p>Yes 309 - Ben Zwartz: Roads are for travelling on, not for parking on. Public good must come before private rights.</p>
<p>No 313 - Christian Hoerning: The proposed increase in residents parking permit fees is unreasonably steep and will hurt residents financially. In addition, in our street non-permit holders oftentimes park on residents only parking spaces indicating that parking rules are insufficiently enforced. I suggest that the council seek to gather the desired additional revenue through increased enforcement of existing parking rules rather than hiking fees for residents car parks which then during peak hours are oftentimes already taken by non-permit holders.</p> <p>In our street residents are constantly competing for car parks with hospital workers who are seeking a free park rather than having to pay for parking on the hospital grounds. This situation has gotten worse in recent years</p>

so we residents have no choice but to have a resident parking permit.

I also detest some of the inflammatory comments made by certain city councillors in the media that residents should simply consider not owning a car. Given Wellington's recent dramas with bus services and the almost complete lack of cycleways, not owning a car is simply not practicable for many households at this stage.

Our family uses active and public transport as much as we can but we still rely on owning a car for those trips where these are simply not an option. I strongly encourage the council to finally build better cycling and public transport infrastructure so that these modes become more attractive and not owning a car becomes a realistic option for more households.

No

315 - Athena Papadopoulos: The proposed huge increase in the annual residents fee is unfair and unwarranted. As with the huge monies gathered from the small number of speed cameras around the country this does seem to be a money grab and another burden on the ratepayer. The residents permit does not guarantee me a park. I accept that but it is increasingly frustrating that increasing numbers of households have two or three cars and two of these cars can have a residents permit, as is the case in my street. Surely one permit per household is reasonable and fair. My household has one small car. I can rarely park outside my home. I often park a block away. I accept that too but the cost does need to be reasonable and fair with some degree of benefit, that is, a park. The fee has increased steadily over the years I have lived at this address - as have the rates. I am now retired and wonder how long I will be able to afford rising costs such as these. Flatters in the street also have multiple cars - yet they pay no rates as do homeowners who are already thereby paying towards road maintenance and such.

The increasing number of large SUV type vehicles take up lots of room as well as blocking visibility for motorists, especially when parked on corners. Why is there not a consumption tax of sorts for them or some kind of safety levy.

Many old Wellington homes built as workmans cottages do not have garaging. It is generally the larger homes with substantial sections that have the luxury of garaging and off street parking so do not need permits. We without garaging have to park on the street and try to be as near to our homes as possible if we have young children and or parents in their 90s that we are responsible for. I always walk into the city but my car is needed for transporting the young and the old and infirm.

No

316 - Sam Jarvis: I don't agree with the proposed increase to both Residents parking and Coupon parking. I believe renters like myself will be most affected by this increase, and won't tackle the main issue of 'getting people to think twice about using their car'. Rents are at an all time high, places are scarce so people can't exactly pick where they live - this is just going to make things harder. In my case I only use my car when it's necessary, to go out of town for work or holiday, in which we generally carpool when we can. Thinking outside my bubble, I don't think the current public transport system is fit for purpose at the moment. I wouldn't want to rely on the bus service to get me somewhere at a certain time. The trains are another story but some only go to certain places at certain times i.e. if I go rock climbing at Hangdog in Lower Hutt, the train service shuts off at like 6.

One note - I live on a street that is primarily residents parking with about 6 parks designated for coupon parking. Late at night, when people are home, there tends to be maybe half a dozen to a dozen cars on the street in total. Compare that to during the day and post work (there's a gym just round the corner) and the street is packed with not a free park in sight. Also, compare that to a night where there is a game going on at the stadium, all the streets are packed.

The problem I see is people parking where they want when they shouldn't, without repercussions. Increasing the rates is only going to harm those people who are a resident, and especially those who rent who have no other alternatives. Some people still park for free, and we law abiding citizens pay more, go figure.

I'm not saying I know a better way to go about this, but I don't think an increase of that magnitude is warranted

(maybe a smaller one?), and I don't think it addresses all the current issues.

No

319 - Hilary Capon: As a renter who pays the annual fee for a residential parking permit, I do not agree with such a drastic increase to the annual fee for said permit.

If the logic is that people who use the public street to park should pay, it is frustrating that I have to pay to park my car on the road when other people who live in the outer suburbs do not. This is inequitable. One assumes that, in the outer suburbs, the cost of providing parking spaces is funded through rates or other means.

I already pay a premium to live in a central location, so that I am able to walk to most places that I wish to go during the week. I walk to work and the library and the central shops. The car is so that I am able to participate in activities outside of the Wellington CBD, such as going for walks at Colonial Knob or visiting a friend in Waikanae.

My experience with a resident exemption permit has been a frustrating one. Rarely is our street actually reviewed by parking wardens, as I have been frequently unable to park in a resident park as it is in use by a non-resident. Given our location, uphill and on the very border of the central city, we are a haven for non-resident parking. The 180 minute free car parks at the Mt Vic playground are regularly congested for this very reason. An inability to find parks on my street at times, particularly resident parks, has seen me switch to a coupon exemption permit this year as I wasn't often getting the benefit of 'ease of parking' in the resident zone.

I sorely doubt that the increase in price of resident permits will correspond to an increase in parking staff actually enforcing the park. It seems like a cost-neutral revenue gathering exercise for the council. It seems unfair that the prices should be raised so drastically without any trade-offs for the people who pay for the permit.

In my mind, the sheer number of non-Wellington city residents using the Wellington streets day in, day out is unfair because they do not directly contribute to the cost of these roads, when they are commuting at peak times. I myself am walking to work, not contributing to the congestion!

Yes

320 - Benjamin Johnson: Absolutely, the cost of Residents Parking permits are too low. Even at the increased price of \$195 this is a very good price. In fact, it is too low still. These are my reasons:

- The pricing structure should disincentivise private transport for those living on the inner fringes on Wellington City, resulting in less cars on the road and more space for public transport options
- The government shouldn't be subsidising private transport parking in the first place (if so, only a small amount). When we lived in an apartment on Willis Street we didn't have access to Residents Parking and had to pay \$50 p/week (\$2,600) per year for a private carpark. When deciding to live in an apartment we were aware of this cost and factored that into our decision making. Allow the market to supply private leased carpark spaces in City Fringe suburbs.

Stick to your guns on this one. If anything, you haven't increased the permit fee enough.

No

322 - Jane Loughnan: Residents Parking needs to be fair and equitable for everyone who lives within the restricted areas. This means everyone who lives in a Residents Parking zone should pay the same - so that includes Miramar and other suburbs who currently do not pay anything/the same fees.

All residents in a Residents Parking zone need to pay for a permit - this includes people who have garages/off

street parking that use up a parking space - these people have exclusive use of this space and it's in line with the Council opinion "that people who use the parking spaces should contribute more towards the overall cost of providing on-street parking"

Residents Parking fees should be on a graduating scale with adding another car double the cost of the prior - so if a resident has 3 cars the first car would pay \$100, second car \$200 and the third car \$400.

Residents Parking needs to be monitored 24/7 - not just when a resident calls up to report vehicles incorrectly parked.

Miramar residents should pay the same if not more than others in the scheme as they are actively monitored 24/7

No

325 - Ken Allen: The proposed Traffic Resolution states:

'new charges will better reflect the value of the land and parking benefit gained by the permit holder.'

However in here the reasons given are different:

<https://wellington.govt.nz/have-your-say/public-inputs/consultations/open/traffic-resolutions---parking-and-fee-changes>

'The Council's position is that people who use the parking spaces should contribute more towards the overall cost of providing on street parking. The Council is therefore proposing through the draft 2019/20 Annual Plan to increase a range of on-street parking charges to better reflect the overall costs and better manage parking demand across the city.'

The two reasons are different because one talks about the value of the land and the parking benefit. The other talks about the cost of providing that benefit.

Which is it? Some or all? If some, which ones? Furthermore, there is no evidence presented as to the value of the land, the value of the parking benefit, or the cost of providing the on street parking.

I believe that WCC needs be consistent in why these new charges are proposed, and present the evidence alongside the reasons (for example, the actual costs of providing a permit, how much the land is worth, etc). Without that evidence there is no justification for any increase at all. I do suspect that to make things easier, residents (including me) would accept a gradual increase per annum over 3 to 5 years. At the moment the approach feels penal - penalised for having a car yet a car will be an essential item for most people for the foreseeable future.

No

326 - Matt Swank: It makes no sense to penalise people for living in the city.

No

329 - Angela Swank: This is their residential home. They should not have to pay more. That is unfair.

No

331 - Robert & Nanette Kingdom:

We would like to register our objection to the proposed increase for the residential parking for Kelburn Parade.

Kelburn Parade is a very difficult road to find parking at any time. Its proximity to the University compounds present parking problems.

The increase you propose is inflated and unfair.

As residents and tenants have no other option for parking other than on the road this is just not acceptable. In

July the rates for this area will be rising substantially due to the new valuations. At this moment all resident can easily get a park, but if your increases go ahead people especially tenants will opt for the residential coupon park which can be bought cheaper. The coupon parks available at this moment are very minimal. You will end up with empty residents parks and nowhere for anybody else to park. It is hard enough to find tenants for properties that require the additional cost for parking permits, an increase of the amounts you propose will make it even more undesirable. The terrain of Kelburn Parade also makes it impossible to park outside your house as the properties are on steep hills and with the winding road your car can be 300 metres away and out of sight. There are enough problems with parking without the price going up even more. I see this increase as a penalty to the residents and tenants who need to live close to the city. We hope you will reconsider your fee increase to a more realistic figure.

No

332 - Danielle Jukes: People shouldn't have to pay more for their car to exist near their homes.

No

333 - Cheryl and Bart van Stratum: We are residents of 11 Boundary Rd, Kelburn. We appreciate the WCC operating the Resident and Coupon Exemption parking in the Wellington central suburbs. If our memory serves us well the WCCs charging regime for the coupon exemption and resident parking when it was first introduced, after public consultation, was based on the cost of running the scheme. It would seem appropriate and not unreasonable for that cost recovery principle to be retained. (eg CPI be used to calculate an increase from the date of the last increase). The reference to reflecting the value of land and value to the resident is irrelevant and unfair.

As a rate payer in the inner city area we would not expect to be penalised compared to rate payers in outer areas who have free parking outside their homes. Higher capital values on our properties mean we pay more than a fair share towards the running of city services.

No

334 - Alastair Smith: too cheap. Should pay commercial rates. Effectively a subsidy of fossil fuelled transport contrary to low carbon capital policy.

No

343 - Tania Cotter: I read that the purpose of resident's parking permits was to ensure that inner city residents without off-street parking were able to have dedicated parking spaces available to them, rather than commuters taking up all the spaces outside their houses during the day. And the cost of the permits was originally set to cover the administration of the system. Surely our rates contribute to those projects? I do not understand why you are targeting the residents, who are already paying a lot for a permit and inner-city house, apartment, and flat costs.

If money making is the main aim for the council, I would like to suggest the following.

- Provide residents (without off-street parking) with 24/7 residents-only parking. Currently my street is residents-only Monday-Friday 8am-6pm. With more eating places and a gym now in the village, as well as the shops, pub and church, demand for parking is 24 hours a day, seven days a week.
- Then, monitor, ticket and tow the non-residents who regularly park in residents-only parks.
- Make the residents-only parking for residents who don't have a car pad or garage, and have no choice but to park on the street outside our homes. Many residents in our street have permits **and** off-street parking!

Yes

344 - Linda Beatson: I live in a street with a mixture of coupon and resident parking. Our household has off street parking - in a front room which has been converted to a garage. We do get a resident parking permit, as sometimes I want to be doing something in the garage and need to park the car on the street. This is probably 6-7 times a year. I am not worried about parking in the resident sections, and generally park in the coupon section. I think it is right to be increasing the cost. I hear people saying that 'they should not be increasing by this much' but I think it was only \$80-\$90 in 1999, when we first moved here. The increase is only the cost, (at

current rates) of a tank of petrol. If people think that this is too much, then maybe they should not be having a car in the first place. The expense of parking is a marginal extra cost when one takes into account the cost of running a car - fuel, servicing, registration, insurance, WOF etc. I highly doubt that it is sufficient to deter people from having a car, or an extra car for those households with more than one vehicle, and when one rents or buys a property in the city area it is obvious whether the property has parking or not, and if parking is an issue, perhaps you should move to a less congested area. It is also difficult for anybody who lives in this street to say that they cannot afford the extra cost, although probably 50% of the residents are renting. This might be different in Nairn St, as there is higher density housing there (council flats) with limited parking. During the day, the street is mostly filled with people parking and walking further into town, but it would seldom happen that there are no spare parks at all. Only if there is a large event in the city - Cuba Dupa, or events at the waterfront/Courtenay Place. The street is public space, not storage space for private vehicles. It is correct that there is a cost for being able to park there, and particularly for people who do not live in the street. Many streets in the city were built prior to the arrival of the motor vehicle and so were close to the street, with no facility for later adding off street parking. I do not imagine that at current rates, the resident and coupon parking pays for the cost of the patrols by the city parking wardens, it is right and proper that this cost is borne by those who are helped by this work. At the proposed rates, the cost of parking on the street is still very cheap - to rent a garage or parking space is going to cost at least \$40-\$50 per week.

Yes

345 - Tristan Campbell: Absolutely. On street parking is underpriced. Why should ratepayers provide parking on street for residents. If they need parking they should choose a house with off street parking. Street space is scarce and should be used for better uses such as more landscaping and trees, short term parking and where needed bus lanes and cycleways.

No

348 - Kelvin Payne: The Land Transport Act is quite clear about the costs needing to be reasonable compared to the cost of maintaining and running the carparks. This then raises an interesting question if there are insufficient residents car parks and they must use a coupon park, then presumably the council will be losing revenue by allowing residents to park in a coupon park. If there are insufficient residents parks then this puts further strain on the number of coupon parks available as well as reducing the revenue the council will receive. Are there sufficient residents car parks for the number of cars? This should be fairly simple to answer as the council will have a record of the number of residents permits by area as well as the number of designated spaces. It should then be quite simple to determine if there is a shortfall.

No

352 - Cameron Fuller: As a holder of a resident parking permit, I am disappointed and do not agree with this proposal.

As a student who has moved to Wellington, I find it a foreign concept having to pay to park outside one's own house. I am constantly disappointed with the administration of the resident parking system and as a permit holder constantly feel short-changed for the existing price of my parking permit. More often than not I cannot find a park outside my own house due to non-permit holders parking there. I have on multiple occasions contacted the Council Parking Team to alert them of this, however, on these occasions the vehicles have been illegally parked for an entire day without receiving an infringement notice. Mayor Justin Lester has indicated that the motivation behind this proposal by other councillors was due to the current price being considered "too cheap". I wish to bring to their attention that the current system is not working, where I already feel like I am being extorted for a system that is not enforced by the Council.

I am personally unaware of the statutory provisions that give powers to the enforcement activities of local councils, however, I wish to suggest that the Council considers towing unauthorised cars parked in resident parking zones. It seems like a joke to me the number of vehicles that can get away with parking in resident parking zones, many without receiving a ticket. Some no doubt taking the risk of a mere \$40 infringement. It would be my hope that having a tow away policy would further disincentivise non-compliance.

This all comes back to resident parking holders getting value from the system that they pay to use. In my mind,

at this stage, the system is broken as it is not enforced efficiently and effectively. Any increase in price for an annual resident permit on the basis of the current price being "too cheap" is unwarranted and disillusioned to the value that the permit actually offers given this lack of enforcement.

Of note, I have not yet received the response from my LGOIMA request, where I asked about the cost of administering the resident parking system for the last financial year, compared to the one prior. This request was under urgency, given that it was made with short notice and that submissions on this proposal were coming to a close in the following week. To their credit, the team that has been processing my request has been working diligently to get this information to me in time for me to make my submission. Council Officers have been working to find this information however, I was advised this morning that my request under urgency was refused as "the information requested cannot be made available without substantial collation or research". This is significant as it suggests that the Council has not already prepared or conducted an analysis of the cost of this system. In my mind, Council cannot say that the cost of a resident parking permit is "too cheap" or make any other informed decision on the price of a resident parking permit if they do not already know what the system costs.

This furthers my submission that the proposed price increase is uninformed and based on arbitrary grounds. It is for these reasons that I oppose this proposal.

No

353 - Sophia Grey: No. I wish to present this in person my objections.

No

354 - Katharine Amos: This is outrageous! People need to park close to their homes and they are captive by these charges. I cannot see how increases of 54% (Yearly permit) and 70% (monthly permit) and 68% on coupon exemption permits can be justified whatsoever.

I also note that large areas where residents have no off street parking (eg Crawford Road, Duncan Terrace and many of the neighbouring streets) are set to become residents' parking areas soon - I wasn't notified of any consultation on this and putting these charges up ahead of these changes is devious. I do not support these changes whatsoever.

No

355 - Tony Randle: The Johnsonville Community Association (JCA) has reviewed the proposed parking changes and generally **opposes them**. Because most North Wellington residents live at least seven kilometres away, the most important alternative mode is public transport (cycling and walking are simply not a reasonable alternative to most of our residents).

The reasons for the JCA position are as follows:

- Most North Wellington resident's reliance on driving to work has increased because our PT service has become worse over recent years. These parking charge increases are only going to take money from those who have no good alternative choice.
- Neither the GWRC nor the WCC have made any investment in improving the PT service. Indeed, the move of the Johnsonville Bus hub from an off-street to on-street location has resulted in a less-safe and more exposed place where many must catch the bus.
- The WCC only recently increased Coupon Parking charges last year and another increase is not justified.
- The WCC had proposed \$3.2M for Bus Priority Planning in the Long Term Plan but this Annual Plan will actually cut this investment by 3/4s ! It is obvious that revenue from proposed parking charge increases will **not** go towards improving public transport. The JCA has no faith that our PT service, already worse than before the changes last year, will be improved.

The JCA is also very concerned with the constant disregard of WCC planners to off-street parking requirements for new and in-fill developments. The District Plan has clear requirements to provide off-

street parking for developments yet the JCA has observed that a majority of multi-unit developments in Johnsonville are approved, without notification, even though they fail to provide the minimum off-street parking required under the District Plan. As a result central Johnsonville has lost most all day street parking to the detriment of both local residents and businesses. The JCA opposes the introduction of metered parking into Johnsonville.

The JCA believes that transport decisions should be made in an integrated way where changes to reduce car use are made when improvements to alternative modes are implemented. Increased parking charges, especially Coupon Parking and Hourly Rate charges, should therefore only be implemented when Wellington City has also implemented an improved public transport service.

Finally, the JCA asked the Wellington City Council (WCC) to reverse the 2015 changes to implement large bus stops on Johnsonville Road in December 2018. This requested change would improve public access to community, retail and other facilities along Johnsonville Road. Where is the JCA request to have these unused bus stops return to community use ?

No

356 - Rhona Carson: We understand that there is going to be a review of parking policy throughout the city in 2019. We question the timing of these proposed increases as it seems sensible to consider parking charges as part of this review. Apart from this general comment our submission concentrates on Residents' Parking in Newtown.

Submission on the increase in Residents' Parking Permit Fees.

While we agree that it is reasonable to pay for the privilege of priority parking in residential areas we question the degree to which this fee is increasing. There is a great deal of concern about the parking pressures in Newtown, with many cars from out of the area parking here during the day while the owners are at work, either within Newtown, for instance at the hospital, or in the city – Newtown appears to have become an informal 'park and ride' destination for people catching buses to the CBD. The current pressures will increase with the number of new apartments being built with no off street parking, and will be exacerbated further if parking is lost for cycle ways. At present there are only a few residents' parking areas in Newtown. A large part of central Newtown is outside the eligibility zone for residents' parking, so people do not have permits, but where people are able to hold permits the number of dedicated residents' parking spaces is far fewer than the number of households in the area. Permit holders cannot count on getting the advantage that they are paying for.

One of the possible outcomes when parking is reviewed is a substantial increase to the amount of dedicated residents' parking in Newtown, possibly in the form currently in use in Colombo St, i.e. non-residents limited to 120mins, residents with permits unlimited. This would stop the practice of all day parking for workers, while allowing access for people coming to Newtown for shopping, visiting friends, attending appointments and so on.

However this dual-purpose zone also limits the access to parking for residents with permits; does this then mean a reduced fee for the permit? Increasing the number of residents' parking areas could ease the parking pressure for residents. However it would also mean that increasing numbers of residents would be forced to hold a permit in order to have any chance of parking near their homes. This would be very challenging for people on low incomes – and it still doesn't guarantee a parking place.

Taking these factors into account, we oppose the very substantial increase in the Residents' Permit fees.

Yes

358 - John Milford: See TR90-19 for submission.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 90-19
- Location:** Oriental Parade (Freyberg Pool & Fitness Centre Carpark) – Oriental Bay
- Proposal:** P240 Metered Parking & P240 Mobility Parking
- Information:** Freyberg Pool and Gym offer members a free parking permit so they can use the Freyberg carpark while they are at the gym or pool. Currently the parking permit has no time restriction so members can park for as long as they like for free. To improve the fair use of the limited parking available, the Council propose to introduce two hours free parking for Freyberg Pool or Gym members, with the option to pay for two more hours at a rate of \$2.50 per hour. Gym members will be required to validate their arrival in the member's area to receive two hours of free parking.

The change from P120 Metered parking and P120 Mobility to P240 Metered and P240 Mobility parking enables gym members and non-gym members to park for up to 4 hours at a time. This is in line with discouraging commuters from parking all day in this off street parking area and to facilitate parking for pool and gym users. It is noted that current on-road angled parking restrictions on Oriental Parade are metered (west of the entrance) and coupon with the first 2hrs free (east of the entrance).

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings are introduced.

Key Dates:

- | | |
|--|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 April 2019 |
| 2) Feedback period closes | 8 May 2019 |
| 3) Report sent to City Strategy Committee for approval | 20 June 2019 |
| 4) Report sent to Council for approval | 26 June 2019 |
| 5) Enforcement start | 1 August 2019 |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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Legal Description:

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

Column One	Column Two	Column Three
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>West side commencing 17 metres north of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the building for 44.5 metres. (19 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>West side commencing 16 metres east of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the planted area for 13.5 metres. (5 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>Central Parking Bay, commencing 22 metres north and 17 metres east of its southern corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction (both sides) for 45 metres (30 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 14 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 10.5 metres. (4 angled parking spaces)</i>

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Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 31 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 28.5 metres. (10 angled parking spaces).</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 69.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 5.5 metres. (2 angled parking spaces).</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>Commencing 5 metres west of the north-eastern corner of the parking area (Grid coordinates x= 1749863.7 m, y= 5427479.3 m), and extending in a westerly direction following the formed sealed section for 5 metres. (2 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Mobility parking – displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Mobility parking – displaying an operation mobility permit only, at all other times.</i>	<i>East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following</i>

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Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Mobility parking – displaying an operation mobility permit only, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>the formed kerb for 3 metres. (1 angled parking space).</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Mobility parking – displaying an operation mobility permit only, at all other times.</i>	<i>East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).</i>

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

Column One	Column Two	Column Three
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>West side commencing 8.3 metres north of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the building for 52.5 metres. (18 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>West side commencing 16 metres east of its south-western corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction following the planted area for 12.5 metres. (5 angled parking spaces)</i>

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Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>Central Parking Bay, commencing 22 metres north and 17 metres east of its southern corner (Grid coordinates x= 1749872.6 m, y= 5427395.2 m), and extending in a northerly direction (both sides) for 45 metres (30 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 14 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 10.5 metres. (4 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 31 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 28.5 metres. (10 angled parking spaces)</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.</i>	<i>East side commencing 69.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 5.5 metres. (2 angled parking spaces).</i>
Oriental Parade (Freyberg Pool & Fitness Centre Carpark)	<i>Metered parking, P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am</i>	<i>Commencing 5 metres west of the north-eastern corner of the parking area (Grid coordinates x= 1749863.7 m, y= 5427479.3 m), and extending in a westerly direction following the</i>

PROPOSED TRAFFIC RESOLUTION

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Wellington City Council
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– 6:00pm.

formed sealed section for 5 metres. (2 angled parking spaces)

Oriental Parade (Freyberg Pool & Fitness Centre Carpark)

Mobility parking – displaying an operation mobility permit only at all times. P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.

East side commencing 28 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).

Oriental Parade (Freyberg Pool & Fitness Centre Carpark)

Mobility parking – displaying an operation mobility permit only at all times. P240 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am – 8:00pm, Saturday and Sunday 8:00am – 6:00pm.

East side commencing 66.5 metres north of its southern corner (Grid coordinates x= 1749901.0 m, y= 5427410.4 m), and extending in a northerly direction following the formed kerb for 3 metres. (1 angled parking space).

Prepared By: Charles Kingsford

(Principal Traffic Engineer T/L)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 07/06/19

WCC Contact:

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Transport & Infrastructure
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Wellington 6140
Phone: +64 4 803 8641
Email: Charles.Kingsford@wcc.govt.nz

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Proposed Traffic Resolution Plan:



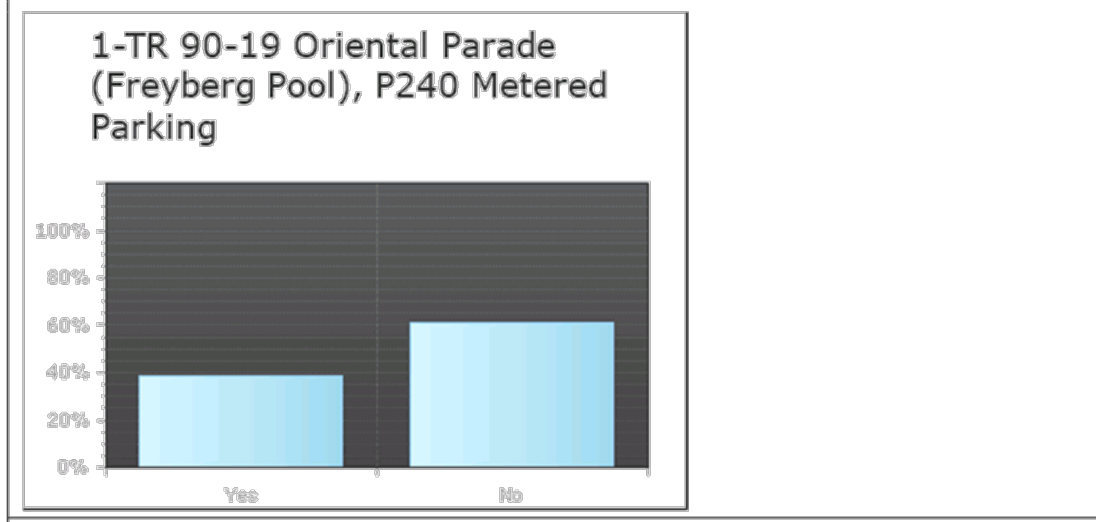
FEEDBACK RECEIVED

Absolutely Positively
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See Appendix 1 for a full set of submissions.

Summary of submissions:

Decision Sought	Number of submitters who selected this option	%
Yes	109	38.93%
No	171	61.07%



In a few cases, P120 is suggested rather than P240.

Officer’s Response:

P120 is the existing restriction. If it is not changed then there is no benefit to Gym members (who currently get unlimited parking with a Gym permit).

P240 is a good “medium” solution that retains some benefit to the gym members, but also ensures vehicle turnover –which is currently not happening with the abuse of existing gym permits and unlimited parking that is occurring.

Freyberg is also a destination carpark for users of Freyberg Beach and Oriental Pde, where P240 will also give a longer parking option for those wanting to enjoy the beaches. So the benefit extends to all the public to have an option to park 4hours instead of only 2 hours (not just the gym members).

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 91-19
- Location:** Central Wellington Business District
- Proposal:** Increase Coupon Parking including suburban trade coupons (Monday to Friday) from \$8.50 to \$12, per day. The monthly rate would move from \$135 to \$200.
- Information:** The Council proposes to increase the cost of on-street Coupon Parking to better reflect the current market value of all-day parking offered by private car parks in the city.

It is proposed to increase the cost of Coupon Parking in all areas from 1 July 2019.

	Current	Proposal
Daily	\$8.50	\$12.00
Monthly	\$135.00	\$200.00
Coupon - Suburban trade	\$8.50	\$12.00

- 1) Advertisement in the Dominion Post Newspaper 16 April 2019
- 2) Feedback period closes. 8 May 2019
- 3) Report sent to City Strategy Committee for approval. 20 June 2019
- 4) Report sent to Council for approval 26 June 2019
- 5) Enforcement start 1 July 2019

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
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Prepared By: Melanie Goodger
Operational Advisor – Parking Services

Approved By: Stephen McArthur
Manager Community Networks, Customer & Community

Approved By: Barbara McKerrow
Chief Operating Officer, Customer & Community

Date: 11/04/19

WCC Contact:

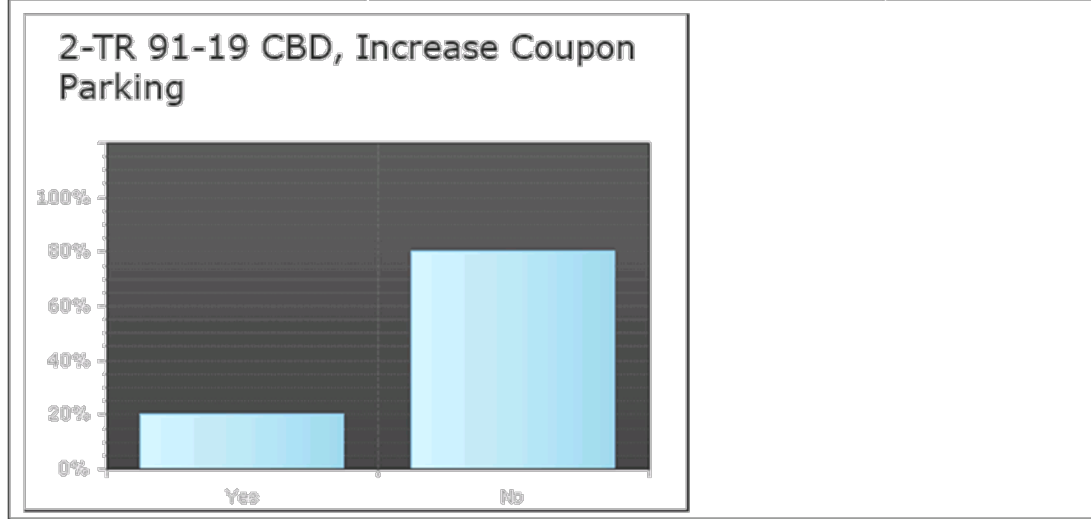
Melanie Goodger
Operational Advisor – Parking Services
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 801 3220
Email: melanie.goodger@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

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Summary of feedback received:

Decision Sought	Number of submitters who selected this option	%
Yes	62	20.00%
No	248	80.00%



A significant number of submissions were received for each of the proposals with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city.

Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of our road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 92 – 19
- Location:** Cuba Street - Te Aro
- Proposal:** P120 Metered Parking
- Information:** To manage the high demand for on-street parking in the vicinity of Upper Cuba Street, the Council proposes to change the 60-minute and 90-minute free parking in Upper Cuba Street, between Abel Smith and Webb Streets, with 120-minute metered parking from 1 August 2019.

The proposed parking fee is:

Monday to Thursday 8am to 6pm	\$3.50 per hour
Fridays 8am to 8pm	\$3.50 per hour
Saturdays and Sundays 8am to 6pm	\$2.50 per hour

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Key Dates:

- | | |
|--|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 April 2019 |
| 2) Feedback period closes. | 8 May 2019 |
| 3) Report sent to City Strategy Committee for approval | 20 June 2019 |
| 4) Report sent to Council for approval | 26 June 2019 |
| 5) Enforcement start | 1 August 2019 |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule*

Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 9 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 8 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 24 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 48 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>East side, commencing 78.5 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 15.5 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 12 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 25 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 38.5 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 19 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 67 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18.5 metres.</i>
Cuba Street	<i>P90, Maximum, Monday to Thursday 8:00am-6:00pm, Friday 8:00am-8:00am, Saturday and Sunday 8:00-6:00pm</i>	<i>East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 25.5 metres.</i>
Cuba Street	<i>P60, Monday to Saturday 8:00am - 6:00pm.</i>	<i>West side, commencing 7 metres north of its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 38.5 metres.</i>
<i>Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule</i>		
Cuba Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 9 metres.</i>
Cuba Street	<i>No Stopping, At All Times.</i>	<i>West side, commencing from its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction</i>

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke*following the kerbline for 7 metres.**Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

Cuba Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing from its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 6 metres.</i>
Cuba Street	<i>No Stopping, At All Times.</i>	<i>East side, commencing 85.5m south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 5 metres.</i>
Cuba Street	<i>No Stopping, At All Times.</i>	<i>West side, commencing from its intersection with Webb Street (Grid Coordinates X=2658483.4706 m, Y=5988397.159521 m) and extending in a northerly direction following the kerbline for 9 metres.</i>

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

Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 6 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 11 metres.</i>
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 24 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 48 metres.</i>

PROPOSED TRAFFIC RESOLUTION

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

Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 80 metres south of its intersection with Abel Smith Street (Grid Coordinates X=2658559.01121 m, Y=5988544.894109 m) and extending in a southerly direction following the kerbline for 5.5 metres.</i>
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 12 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 25 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 5 metres.</i>
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 38 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18 metres.</i>
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>West side, commencing 67 metres north of its intersection with Karo Drive (Grid Coordinates X=2658510.176513 m, Y=5988458.485179 m) and extending in a northerly direction following the kerbline for 18 metres.</i>
Cuba Street	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>East side, commencing 15 metres south of its intersection with Arthur Street (Grid Coordinates X=2658515.640413 m, Y=5988446.647909 m) and extending in a southerly direction following the kerbline for 24 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Cuba Street

*Metered parking, P120
Maximum, Monday to
Thursday 8:00am -
6:00pm, Friday 8:00am -
8:00pm, Saturday and
Sunday 8:00am - 6:00pm*

*West side, commencing 9 metres
north of its intersection with Webb
Street (Grid Coordinates
X=2658483.4706 m,
Y=5988397.159521 m) and
extending in a northerly direction
following the kerbline for 36 metres.*

Prepared By:
Approved By:
Date:

Patrick Padilla
Steve Spence
07/06/2019

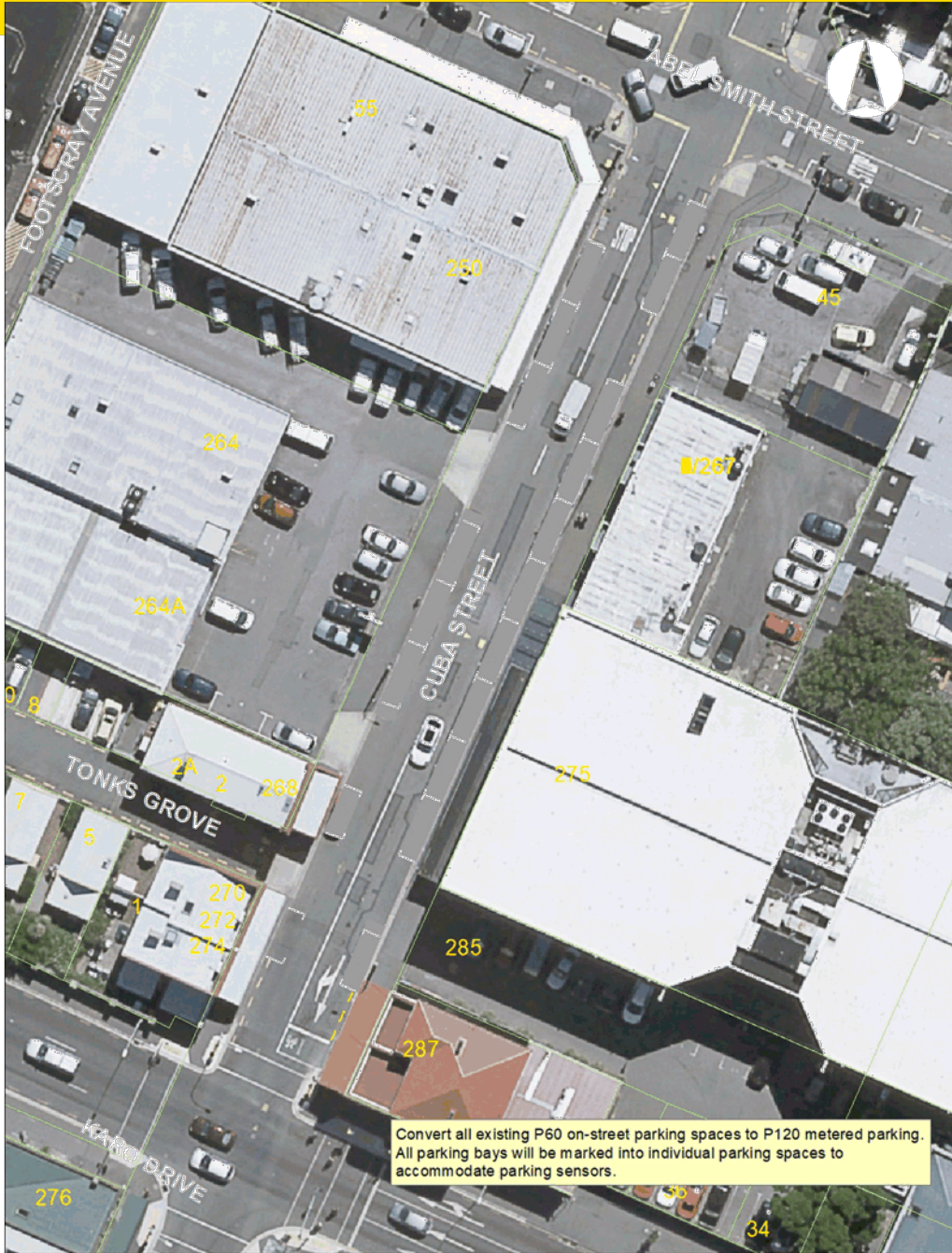
(Intermediate Traffic Engineer)
(Chief Advisor)

WCC Contact:

Patrick Padilla
Intermediate Traffic Engineer
Transport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Fax: +64 4 801 3009
Email: patrick.padilla@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



P120 Metered Parking TR92-19
Cuba Street, Te Aro
Between Abel Smith Street and Karo Drive

PREPARED BY
WELLINGTON CITY COUNCIL
CITY ENGINEER

DATE: 15/06/19
PROJECT: TR92-19
REFERENCE:



PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



P120 Metered Parking TR92-19
Cuba Street, Te Aro
Between Karo Drive and Webb Street

0 4.05 8.1 12.15 16.2

1:200

Prepared by:
Wellington City Council
GIS Services Group
2019/06/19

Checked by:
Wellington City Council
GIS Services Group
2019/06/19

Absolutely
POSITIVELY
Wellington
Me Heke Ki Pōneke
Sustainable City Council

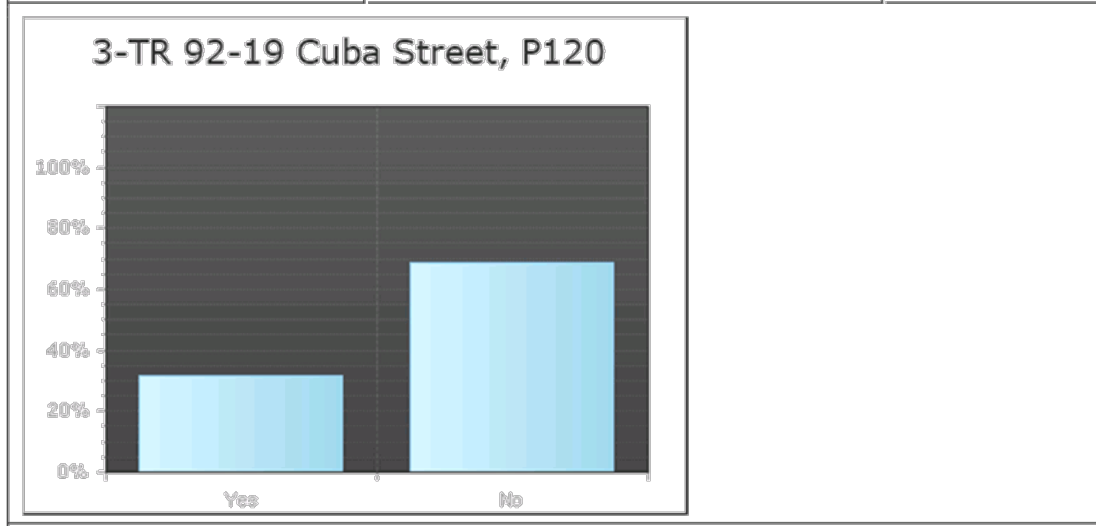
FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Please see appendix 1 for full set of submissions.

Summary of submissions:

Decision Sought	Number of submitters who selected this option	%
Yes	90	31.47%
No	196	68.53%



A few comments were received around how it will affect the businesses, Thistle Hall in particular who have lots of free community events and that they feel people only come to because of the free parking.

Officer's Response:

Upper Cuba St is one of the few areas in the CBD where parking is free. Drivers take advantage of parking in this area for that very reason.

The P60s on Arthur St are still going to be available so these could be utilised by the Thistle Hall customers and those businesses needing short term parking.

This is a central area which is host to a wide range of retailers, cafes, businesses and those businesses are gaining a benefit of free parking which is inconsistent with other areas of the city.

The introduction of metered parking here will manage the high demand for the vicinity and encourage turnover. It will also ensure a fairer consistency of cost across all parking areas in the CBD.

Wellington's Cuba district has a unique vibe as an enjoyable place to shop, eat, and socialise, and paid metered parking brings this in line with the other areas of the city (like Oriental, Courtenay and Lambton areas) which are all paid parking.

PROPOSED TRAFFIC RESOLUTION Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Reference: TR 93-19

Location: Central Wellington Business District – City Fringe

Proposal: Change the cost of metered parking on the city fringe from \$1.50 to \$2.50 per hour, seven days a week

Information: A \$1.50 per hour rate currently applies, seven days a week, for all city fringe parking. City fringe parking has a time restriction between nine and 11 hours, which allows all day parking.

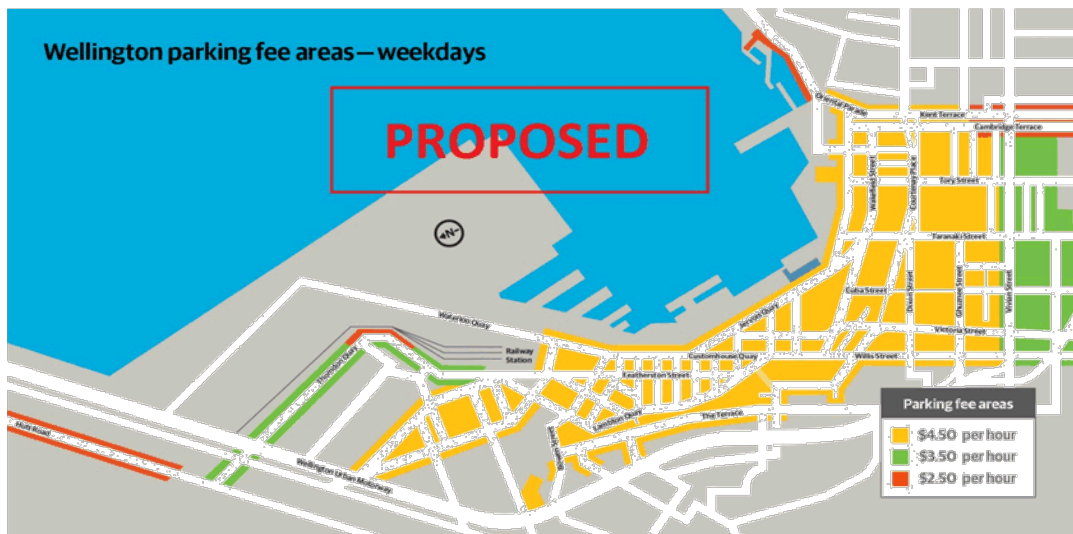
The Council proposes to increase the hourly rate of 350 city fringe carparks to allow a fairer distribution of cost across all parking areas. The proposed parking fee is:

Monday to Thursday 8am to 6pm	\$2.50 per hour
Fridays 8am to 8pm	\$2.50 per hour
Saturdays and Sundays 8am to 6pm	\$2.50 per hour

The affected streets include:

- Hutt Road
- Thorndon Quay
- Oriental Parade
- Cambridge Terrace
- Kent Terrace

See map for more detail on the affected areas.



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 April 2019 |
| 2) Feedback period closes. | 8 May 2019 |
| 3) Report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) Report sent to Council for approval | 26 June 2019 |
| 5) Enforcement start | 1 July 2019 |

Prepared By: Melanie Goodger
Operational Advisor – Parking Services

Approved By: Stephen McArthur
Manager Community Networks, Customer & Community

Approved By: Barbara McKerrow
Chief Operating Officer, Customer & Community

Date: 11/04/19

WCC Contact:

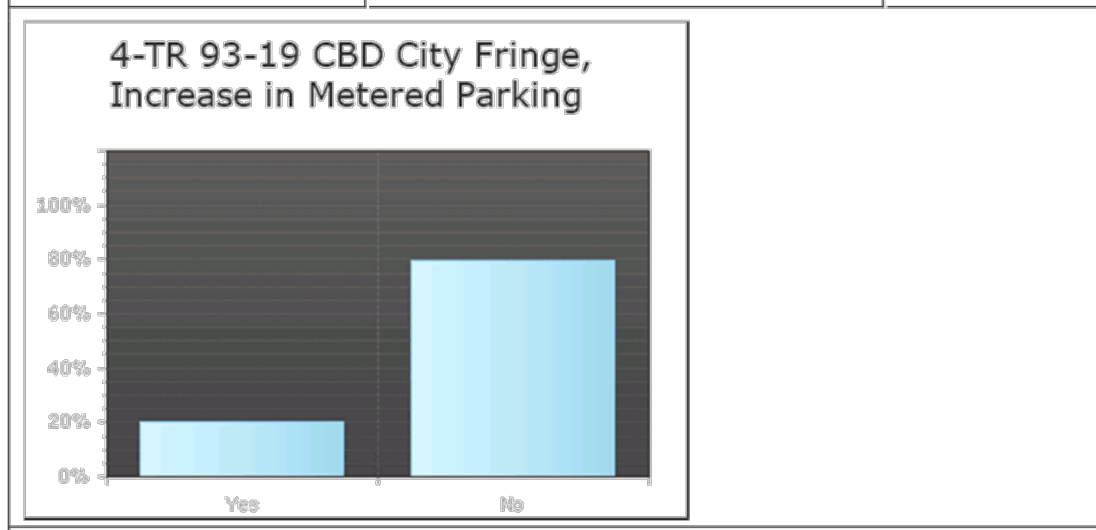
Melanie Goodger
Operational Advisor – Parking Services
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 801 3220
Email: melanie.goodger@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Summary of feedback received:

Decision Sought	Number of submitters who selected this option	%
Yes	61	20.33%
No	239	79.67%



A significant number of submissions were received for each of the proposals with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city.

Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of our road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 94-19

Location: Central Wellington Business District

Proposal: Increase the cost of metered parking (Monday to Friday) from \$3 to \$3.50 per hour and \$4 to \$4.50 per hour

Information: To reflect the market value of on-street parking and reduce the price differential between the various parking areas within the CBD, the Council proposes to increase the cost of \$3 and \$4 parking. This will allow a fairer distribution of cost across all parking areas.

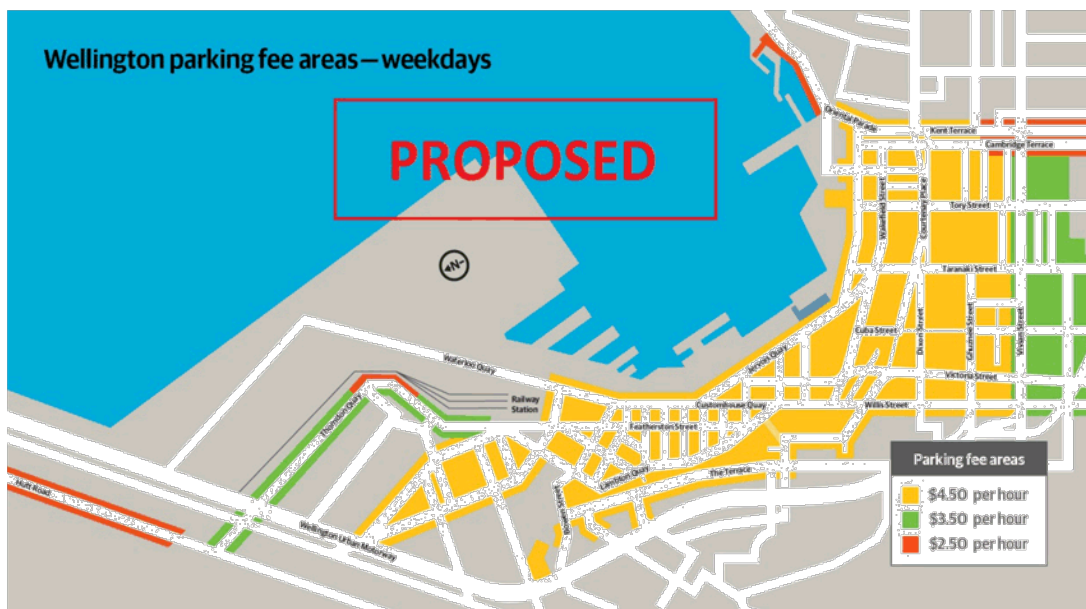
It is proposed to increase the cost of metered parking from \$3 to \$3.50 per hour and \$4 to \$4.50 per hour during the following times:

- Monday to Thursday from 8am to 6pm
- Fridays 8am to 8pm

See map for more detail on the affected areas.



PROPOSED TRAFFIC RESOLUTION Absolutely Positively Wellington City Council
Me Heke Ki Pōneke



Key Dates:

- | | |
|---|---------------|
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| 4) Report sent to Council for approval | 26 June 2019 |
| 5) Enforcement start | 1 July 2019 |

PROPOSED TRAFFIC RESOLUTION

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

Prepared By: Melanie Goodger
Operational Advisor – Parking Services

Approved By: Stephen McArthur
Manager Community Networks, Customer & Community

Approved By: Barbara McKerrow
Chief Operating Officer, Customer & Community

Date: 11/04/19

WCC Contact:

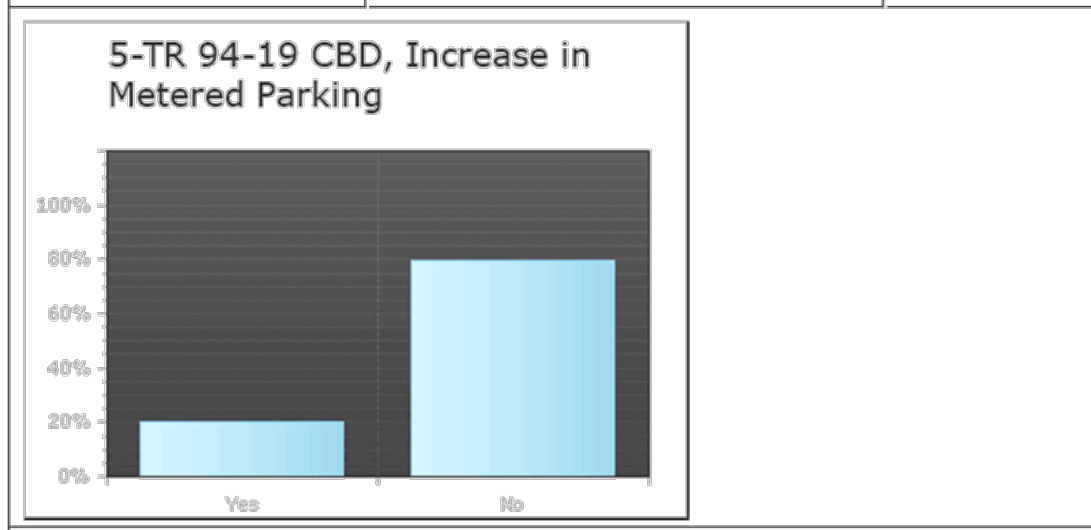
Melanie Goodger
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Summary of feedback received:

Decision Sought	Number of submitters who selected this option	%
Yes	61	20.47%
No	237	79.53%



A significant number of submissions were received for each of the proposals with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city.

Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of our road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 95-19
- Location:** Residents Parking and Coupon Exemption Zones
- Proposal:** Increase cost of Resident and Coupon Exemption Parking Permits
- Information:** Vehicles parked in a Resident or Coupon Parking area that display a valid permit, can occupy the parking space all day.

The Council proposes to increase the cost of resident and coupon exemption parking permits to better reflect the value of the land and parking benefit gained by the permit holder. The proposed rate equates to a weekly rate of \$3.75 for resident permits and \$2.31 per week for coupon exemption permits.

It is proposed to increase residents parking permit fees in all areas, except Miramar South, from 1 July 2019. The areas impacted include Clifton, Kelburn, Kilbirnie, Mt Victoria, Mt Cook, Newtown, Te Aro and Thorndon.

	Current	Proposal
Resident Permit - Yearly	\$126.50	\$195.00
Resident Permit - Monthly	\$10.00	\$17.00

It is proposed to increase the fees for Coupon Exemption permits in all areas from 1 July 2019. It is also proposed to introduce a monthly Coupon Exemption Permit if a 12-month permit cannot be issued.

	Current	Proposal
Coupon Exemption Permits - Yearly	\$71.50	\$120.00
Coupon Exemption Permits - Monthly	n/a	\$10.00

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Key Dates:**

- | | |
|---|---------------|
| 1) Advertisement in the Dominion Post Newspaper | 16 April 2019 |
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Prepared By: Melanie Goodger
Operational Advisor – Parking Services

Approved By: Stephen McArthur
Manager Community Networks, Customer & Community

Approved By: Barbara McKerrow
Chief Operating Officer, Customer & Community

Date: 11/04/19

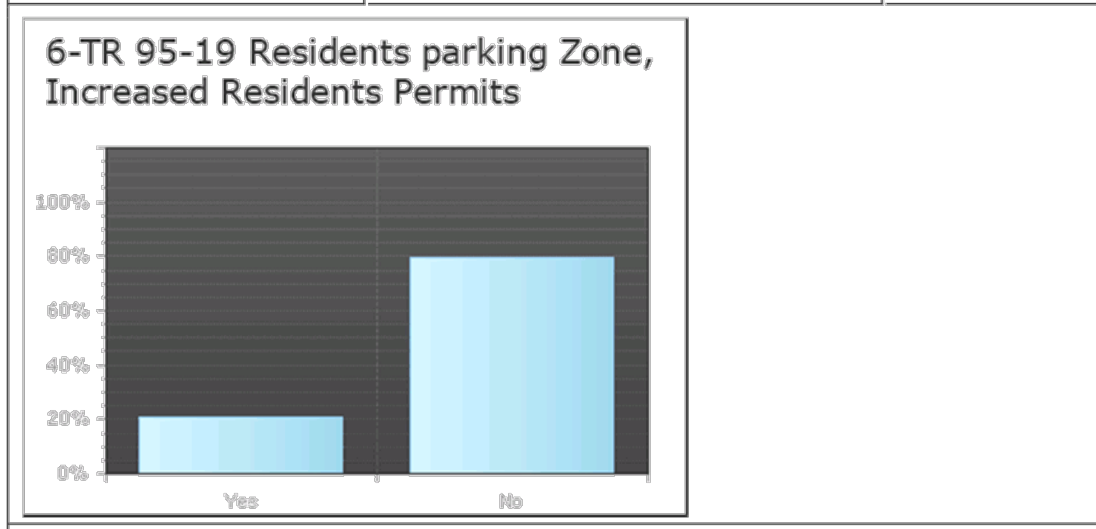
WCC Contact:

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PROPOSED TRAFFIC RESOLUTION Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Summary of submissions:

Decision Sought	Number of submitters who selected this option	%
Yes	67	20.62%
No	258	79.38%



A significant number of submissions were received for each of the proposals with a number of submitters commenting on a number of the options under the one submission; however in general submitters were predominantly against the increases largely due to unreliable public transport services and a consequential need to use private vehicles to travel across the city.

Those that were in favour of the increase were supportive of the decision that the users should pay and recognised the value of the land in and near the city and acknowledged the hierarchy of our road space to support initiatives such as Bus Lanes, Cycle ways, Walkways.

TRAFFIC RESOLUTIONS

Purpose

1. This report provides a summary of the 27 Traffic Resolutions that are recommended for approval. The traffic resolutions are attached to this report. These recommendations support the achievement of the Council's transport strategic outcomes of safety, accessibility, efficiency and sustainability.

Summary

1. Thirty one proposed resolutions were advertised on 7 May 2019, and the public were given 18 days to provide feedback.
2. All feedback received during the Consultation period has been included in the Traffic Resolution reports attached to this document and, where appropriate, officers' responses have been included.
3. After reviewing the feedback:
 - 27 proposals are being recommended for approval (refer to table below)
 - 5 have been deferred/withdrawn:

TR 52-19 Main Road – Withdrawn

It is the Officers' recommendation that we do not proceed with this proposal based on the very high parking demand in the area and the off street parking provision clearly labelled outside the bakery.

TR 59-19 McFarlane Street - Deferred until the next round in September

It is the Officers' recommendation that the public requests for two Traffic Resolutions on this street (TR59-19 is just one of those requests) are submitted separately but at the same time in September 2019.

TR 65-19 Ellice Street – Deferred as further investigation is required

TR 85-19 Mersey Street – Deferred as further investigation is required

TR 86-19 The Parade – Deferred as further investigation is required

Officers are confident that the attached Traffic Resolutions, if approved, will improve the transport network in terms of safety, accessibility, efficiency and sustainability.

Location	Current State	Proposal	Strategic Driver	Source of Request	Feedback
TR 48-19 Hutt Road	Unrestricted parking	No stopping at all times	Safety	Public	No feedback received
TR49-19 Crawford Road	Unrestricted parking	P15	Parking	Public	8 support 2 objections
TR50-19 Taranaki Street	P120	No stopping at all times	Accessibility	Public	No feedback received
TR51-19 Frank Johnson Street	Unlimited parking	P12 hours	Safety	Public	1 objection
TR55-19	Unrestricted	Pedestrian	Safety	WCC	10 support

Location	Current State	Proposal	Strategic Driver	Source of Request	Feedback
Adelaide Road	parking	facility & no stopping at all times		Officers	1 objection
TR56-19 Quebec Street	Unrestricted parking	No stopping at all times & bus stop relocation	Safety	GWRC Officers	3 support 1 objection
TR60-19 Nicholson Road/Dekka Street	Unrestricted parking	No stopping at all times	Safety	GWRC Officers	5 support 1 objection
TR62-19 Durham Street	Unrestricted parking	No stopping at all times	Safety	Public	1 support 2 objections
TR63-19 Malvern Road	Unrestricted parking	No stopping at all times	Safety	Public	No feedback received
TR64-19 Dragon Street	Unrestricted parking	P10, 6:00am-3:00pm, Mon to Fri	Parking	Public	1 support 1 objection
TR66-19 Lawrence Street	Unrestricted parking	No stopping at all times	Safety	Public	2 support
TR67-19 Palliser Road	Unrestricted parking	No stopping at all times	Safety	Public	1 support
TR68-19 Kitchener Terrace	Unrestricted parking	No stopping at all times	Safety	Public	No feedback received
TR69-19 Bond Street	Electric Vehicle Charging Station, P	Time Restriction Change on Electric Vehicle Charging Station, P120	Sustainability	WCC Officers	1 support
TR70-19 Yule Street	Mobility parking	Remove mobility parking	Accessibility	Public	No feedback received
TR71-19 Upland Road	Unrestricted parking	Mobility park, Mon-Fri 8:00am-9:00am and 2:30pm-3:30pm, During School Terms Only	Accessibility	Public	1 support 1 objection
TR73-19 Cuba Street	Metered parking, P120	Metered mobility parking, P120	Accessibility	WCC Officers	1 support
TR74-19 Box Hill	Unrestricted parking	No stopping at all times	Safety	Public	7 support 1 objection

Location	Current State	Proposal	Strategic Driver	Source of Request	Feedback
TR75-19 Clark Street	Unrestricted parking	No stopping at all times	Safety	Public	2 support
TR77-19 Harris Street	Metered parking, P120	Metered mobility parking, P120	Accessibility	WCC Officers	No feedback received
TR78-19 Halswater Drive	Unrestricted parking	No stopping at all times	Safety	Public	1 support 2 objections
TR79-19 Rangoon Street	Unrestricted parking	No stopping at all times (reduced length following feedback)	Safety	Public	11 support 6 objections
TR81-19 Elliott Street	Unrestricted parking	No stopping at all times	Safety	Public	1 support
TR83-19 Upoko Road	Unrestricted parking	No stopping at all times	Safety	Public	5 support
TR84-19 Dee Street	P10	Remove P10	Parking	Public	1 support
TR87-19 Dunlop Terrace	Metered parking, P120	P10 loading Zone & P120 metered parking	Parking	Public	No feedback received
TR88-19 Cecil Road	Unrestricted parking	No stopping at all times (previously deferred from April 2019 CSC)	Accessibility	Public	5 support 6 objections

Recommendation/s

That the City Strategy Committee:

1. Receive the information.
2. Approve the attached amendments to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008.

Background

4. Thirty One proposed traffic resolutions were publicly advertised in the Dominion Post on 7 May 2019. Copies were hand delivered to all properties in the affected area and electronic copies were sent to local Ward Councillors, and residents and business associations. Electronic copies were also available on the Wellington City Council website.
5. A summary report for each traffic resolution can be found in the attachments. Each summary contains:

- a. the proposed traffic resolution report including map(s) as advertised for public feedback, or subsequently modified as a result of public feedback
- b. any feedback received
- c. where appropriate, Council officers' responses to the feedback.

Attachments

Attachment 1.	Table of Legal Description.	Page 474
Attachment 2.	TR48-19 Hutt Rd	Page 486
Attachment 3.	TR49-19 Crawford Rd	Page 496
Attachment 4.	TR50-19 Taranaki Street	Page 502
Attachment 5.	TR51-19 Frank Johnson Street	Page 506
Attachment 6.	TR55-19 Adelaide Road	Page 510
Attachment 7.	TR56-19 Quebec Street	Page 517
Attachment 8.	TR60-19 Nicholson Road	Page 524
Attachment 9.	TR62-19 Durham Street	Page 530
Attachment 10.	TR63-19 Malvern Rd	Page 536
Attachment 11.	TR64-19 Dragon Street	Page 540
Attachment 12.	TR66-19 Lawrence Street	Page 545
Attachment 13.	TR67-19 Palliser Road	Page 549
Attachment 14.	TR68-19 Kitchener Terrace	Page 553
Attachment 15.	TR69-19 Bond Street	Page 557
Attachment 16.	TR70-19 Yule St	Page 562
Attachment 17.	TR71-19 Upland Rd	Page 565
Attachment 18.	TR73-19 Cuba St	Page 574
Attachment 19.	TR74-19 Box Hill	Page 579
Attachment 20.	TR75-19 Clark Street	Page 585
Attachment 21.	TR77-19 Harris St	Page 589
Attachment 22.	TR78-19 Halswater Drive	Page 593
Attachment 23.	TR79-19 Rangoon Street	Page 601
Attachment 24.	TR81-19 Elliott Street	Page 615
Attachment 25.	TR83-19 Upoko Road	Page 619
Attachment 26.	TR84-19 Dee Street	Page 624
Attachment 27.	TR87-19 Dunlop Terrace	Page 628
Attachment 28.	TR88-19 Cecil Road	Page 632

Authors	Wendy Ferguson, Project Coordinator Lindsey Hill, Project Coordinator, Network Operations
Authoriser	Siobhan Procter, Manager, Transport and Infrastructure Moana Mackey, Acting Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

Recommendations have been publicly advertised.

Treaty of Waitangi considerations

Not applicable.

Financial implications

The work required is contained in a range of Operating Project budgets Policy and legislative implications.

Policy and legislative implications

The recommendations comply with the legal requirements for amendments to traffic restrictions as laid down in the Bylaws. Where possible and where appropriate, the Council's transport hierarchy approach is considered and applied, noting that not all resolutions result in improved outcomes for pedestrians and other active modes.

Risks / legal

None identified

Climate Change impact and considerations

None identified.

Communications Plan

Not required.

Health and Safety Impact considered

Not applicable.

a.	Hutt Road, Ngauranga (TR 48-19) No Stopping, At All Times		
	Add to schedule D (No Stopping, At All Times) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Hutt Road	No Stopping, At All Times	East side, commencing 24.3 metres south of its intersection with Glover Street (Grid Coordinates x=1751943.47m, y=5432182.71m), and extending south following the kerbline for 60 metres.
	Hutt Road	No Stopping, At All Times.	East side, commencing 181.9 metres south of its intersection with Hutt Road (Grid Coordinates x=1751936.46m, y=5432190.52m), and extending south following the kerbline 1350 metres.
b.	Crawford Road, Kilbirnie (TR 49-19) Time Limited Parking, P15 At All times		
	Add to schedule A (Time Limited Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Crawford Road	Time Limited Parking, P15 At All Times.	South side, commencing 38.75 metres west of its intersection with Duncan Terrace (Grid Coordinates x=1749890.11m, y=5424622.03m), and extending west following the kerbline for 11 metres.
c.	Taranaki Street, Te Aro (TR 50-19) Removal of Metered Carpark/NO Stopping At All Times		
	Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Taranaki Street	P120 Maximum.	West side, commencing 59 metres south of its intersection with Abel Smith Street (Grid Coordinates x=1748684.93m, y=5426696.79m), and extending south following the kerb line for 7 metres.
	Add to schedule D (No Stopping At All Times) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Taranaki Street	No Stopping, At All Times	West side, commencing 59 metres south of its intersection with Abel Smith Street (Grid Coordinates x=1748684.93m, y=5426696.79m), and extending south following the kerb line for 7 metres.
d.	Frank Johnson Street, Johnsonville (TR 51-19) Time Restricted Parking P12hr		
	Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three

	Frank Johnson Street	Time Limited Parking, P12 hours	North West side, commencing 4 metres east of its intersection with Moorefield Road (Grid Coordinates X= 1,751,522.0766 m, Y= 5,435,063.1732 m) and extending in a north easterly direction following the north western kerb line for 8 metres. (3 - 90 degree angled parking spaces)
e.	Adelaide Road, Berhampore (TR 55-19) Pedestrian Facility (Zebra Crossing)		
	Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Adelaide Road	Pedestrian Crossing	Located 172.9 meters north of its intersection with Dover Street. (1,748,484.1, Y=5,423,291.8)
	Add to the Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule		
	Adelaide Road	No stopping at all times	East Side, Commencing 180.3 meters north of its intersection with Dover Street (Grid Coordinates X= 1,748,484.1, Y=5,423,291.8) and extending in a northerly direction for 8 meters.
	Adelaide Road	No stopping at all times	West side, Commencing 273 meters north of its intersection with Dee Street (Grid Coordinates X= 1,748,444.9, Y=5,423,187.1) and extending in a northerly direction for 8 meters.
f.	Quebec Street, Kingston (TR 56-19) No Stopping At All Times and Bus Stop Relocation		
	Delete from Schedule B (Class Restricted Parking) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Quebec Street	Bus Stop, at all times	East side, commencing 278 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the Eastern kerbline for 15 metres.
	Delete from Schedule D (No Stopping Restrictions) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Quebec Street	No Stopping, at all times	East side, commencing 266 metres South of its intersection with Kingston Heights Road (Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the Eastern kerbline for 12 metres.
	Add to Schedule B (Class Restricted Parking) of the Traffic Resolutions Schedule		
	Column One	Column Two	Column Three
	Quebec Street	Bus Stop, at all times	East side, commencing 288 metres

			South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the eastern kerb line for 15 metres.
Add to Schedule D (No Stopping Restrictions) of the Traffic Resolutions Schedule			
	Column One	Column Two	Column Three
	Quebec Street	No Stopping, at all times	West side, commencing 40 metres south of its intersection with Montreal Grove (Grid Coordinates x= 1747567.401, y= 5423883.751) and extending in a southerly direction following the eastern kerb line for 29 metres.
	Quebec Street	No Stopping, at all times	East side, commencing 266 metres south of its intersection with Kingston Heights Road (Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the eastern kerb line for 22 metres.
g.	Nicholson Road and Dekka Street, Khandallah (TR 60-19) No Stopping At All Times		
Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Dekka Street	No Stopping, At All Times	North side, commencing at its intersection with Nicholson Road and extending in an easterly direction following the northern kerblines for 7 metres.
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Dekka Street	No Stopping, At All Times	North side, commencing at its intersection with Nicholson Road (Grid coordinates x= 1,749,961.50 m, y= 5,432,193.50 m) and extending in an easterly direction following the northern kerblines for 20.5 metres.
	Nicholson Road	No Stopping, At All Times	East side, commencing at its intersection with Dekka Street (Grid coordinates x= 1,749,961.50 m, y= 5,432,193.50 m) and extending in a northerly direction following the eastern kerblines for 20.0 metres.
h.	Durham Street, Aro Valley (TR 62-19) No Stopping At All Times Parking Restriction		
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Durham Street	No Stopping, At All Times	North side, commencing 83.9 metres west of its intersection with Durham Crescent (Grid coordinates X= 1747755.317m, Y= 5426865.139m) and extending in a westerly direction

			following the northern kerbline for 10.0 metres.
	Durham Street	No Stopping, At All Times	North side, commencing 120.3 metres west of its intersection with Durham Crescent (Grid coordinates X= 1747755.317m, Y= 5426865.139m) and extending in a westerly direction following the northern kerbline for 10.0 metres.
i.	Malvern Road, Ngauranga (TR63 -19) No Stopping At All Times Parking Restriction		
	Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Malvern Road	No Stopping, At All Times	West side, commencing 201.1 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 12.2 metres.
	Malvern Road	No Stopping, At All Times	East side, commencing 201.1 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 12.2 metres.
	Malvern Road	No Stopping, At All Times	West side, commencing 244.7 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 14.7 metres.
	Malvern Road	No Stopping, At All Times	East side, commencing 244.7 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 14.7 metres.
j.	Dragon Street, Grenada North (TR66 -19) Time Limited Parking P10 (6am – 3pm, Monday - Friday)		
	Add to Schedule A (Time Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Dragon Street	P10, 6:00am-3:00pm, Monday to Friday	North side, commencing 55.0 metres north of its intersection with Jamaica Drive (Grid coordinates x= 1754163.231m, y= 5439286.185m), extending in an easterly direction following the northern kerbline for 11 metres (2 parallel car parks)
k.	Lawrence Street, Newtown (TR66 -19) No Stopping At All Times Parking Restriction		

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Lawrence Street	No Stopping, At All Times	North side, commencing from its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly direction following the northern kerbline for 8.9 metres.
Lawrence Street	No Stopping, At All Times	South side, commencing 26.7 metres east of its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly then northerly direction following the southern then eastern kerbline for 23.6 metres.
Lawrence Street	Angled parking	North side, commencing 8.9 metres east of its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly direction following the northern kerbline for 30.5 metres. (approximately 11 parking bays)
i.	Palliser Road, Roseneath (TR 67-19) No Stopping At All Times Parking Restriction	
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Palliser Road	No Stopping, At All Times	East side, commencing at its intersection with Grafton Road (Grid coordinates x= 1750751.67m, y= 5427255.98m), extending in a southerly direction following the eastern kerb-line for 6 metres.
Palliser Road	No Stopping, At All Times	East side, commencing 72.1 metres south of its intersection with Grafton Road (Grid coordinates x= 1750751.67m, y= 5427255.98m), extending in a southerly direction following the eastern kerb-line for 8.0 metres.
m.	Kitchener Terrace, Johnsonville (TR 68-19) No Stopping At All Times Parking Restriction	
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Kitchener Terrace	No Stopping, At All Times	West side, commencing 108.4 metres from its intersection with Tarawera Road (Grid coordinates X= 1751284.29m, Y= 5433948.10m) and extending in a southerly direction following the western kerbline for 16.8 metres.
Kitchener Terrace	No Stopping, At All Times	East side, commencing 108.4 metres east of its intersection with Tarawera Road (Grid coordinates X=

			1751284.29m, Y= 5433948.10m) and extending in a southerly direction following the eastern kerbline for 16.8 metres.
n.	Bond Street, Wellington Central (TR 69-19) Time Restriction Change on An Existing Electric Vehicle Charging Station, P120 Maximum, At All Times		
	Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Bond Street	Parking place in the form of electric vehicles only parking. P30 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northeast side, following the kerbline 16.5 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 6.0 metres.
	Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Bond Street	Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.	Northeast side, following the kerbline 16.5 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 6.0 metres.
o.	Yule Street, Kilbirnie (TR 70-19) Removal of mobility park		
	Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Yule Street	No stopping except for vehicles displaying an operation mobility card, Monday to Friday, 9:00am-5:00pm	West side, following the kerbline 163.5 metres north of its intersection with Coutts Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a northerly direction for 6.5 metres.
p.	Upland Road, Kelburn (TR 71-19) Mobility park, authorised mobility permit holders only, Monday-Friday 8:00am-9:00am and 2:30pm-3:30pm, During School Terms Only. Revised P10 time restriction, Monday-Friday, 8:00am-9:00am and 2:30pm-3:30pm, During School Terms Only		
	Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	No stopping at all times	North side, commencing from its intersection with Boundary Road and extending in an easterly direction following the northern kerbline for 14 metres.
	Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
	Column One	Column Two	Column Three
	Upland Road	Bus Stop, at all times	North side, commencing 58.5

			metres west of its intersection with Kowhai Road and extending in a westerly direction following the northern kerbline for 13.5 metres.
Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	P10, Monday to Friday, 8:00am-9:00am, 2:30pm-3:30pm	East side, commencing 6 metres north of its intersection with Kowhai Road and extending in a northerly direction following the western kerbline for 51 metres.	
Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	No stopping at all times	East side, commencing from its intersection with Kowhai Road and extending in a southerly direction following the northern kerbline for 14 metres.	
Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	No stopping at all times	East side, commencing from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 7.5 metres.	
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	Bus Stop, at all times	East side, commencing 7.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 15.0 metres.	
Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	No stopping at all times	East side, commencing 22.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 6.0 metres.	
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	P10, Monday to Friday, 8:00am-9:00am, 2:30pm-3:30pm	East side, commencing 28.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following	

			the eastern kerbline for 21.0 metres.
Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	No stopping except for vehicles displaying an operation mobility card, Monday-Friday 8:00am-9:00am and 2:30pm-3:30pm During School Terms Only	East side, commencing 49.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 9.5 metres.	
Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	P10, Monday to Friday, 8:00am-9:00am, 2:30pm-3:30pm	East side, commencing 59.0 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 12.0 metres.	
Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	No stopping at all times	East side, commencing 71.0 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 9.5 metres to its intersection with Kowhai Road.	
Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	No stopping at all times	East side, commencing from its intersection with Kowhai Road (Grid coordinates x= 1,747,479.214m, y= 5,427,812.4346 m) and extending in a south-easterly direction following the eastern kerbline for 6.0 metres.	
Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Upland Road	No stopping at all times	East side, commencing 9.0 metres from its intersection with Kowhai Road (Grid coordinates x= 1,747,479.214m, y= 5,427,812.4346 m) and extending in a south-easterly direction following the eastern kerbline for 12.5 metres.	
q.	Cuba Street, Wellington Central (TR 73-19) Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum		
Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 26 metres southwest of its intersection with Wakefield Street, and extending in a south-westerly direction for 30 metres (5 parallel parking spaces).	

Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
Cuba Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 93 metres northeast of its intersection with Manners Street (Grid Coordinates X= 1,748,785.3726 m, Y= 5,427,392.9127 m), and extending in a north easterly direction for 6 metres.(1 parallel mobility park)
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 99 metres northeast of its intersection with Manners Street (Grid Coordinates X= 1,748,785.3726 m, Y= 5,427,392.9127 m), and extending in a north easterly direction for 24 metres. (4 parallel parking spaces)
r.	Box Hill, Khandallah (TR 74–19) No Stopping At All Times	
Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Box Hill	No Stopping, At All Times.	East side, commencing 148 metres east of its intersection with Nicholson Road and extending in a northerly direction following the eastern kerb line for 35 metres.
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Box Hill	No Stopping, At All Times.	East side, commencing 127 metres north of its intersection with Nicholson Road (Grid Coordinates X= 1,749,972.4774 m, Y= 5,432,401.1874 m) and extending in a northerly direction following the eastern kerb line for 89.5 metres.
s.	Clark Street, Khandallah (TR 75 -19) No Stopping At All Times	
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Clark Street	No Stopping, At All Times.	West side, commencing 39 metres north west of its intersection with Simla Crescent (Grid Coordinates X= 1,749,953.5957 m, Y= 5,432,560.9675 m) and extending in a north westerly direction following the western kerb line for 11 metres.
t.	Harris Street, Wellington Central (TR 77-19) Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum	
Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Harris Street	Metered parking, P120 Maximum, Monday to	Southwest side, commencing 81.5 metres northwest of its intersection

		Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 58.5 metres. (10 parallel carparks)
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Harris Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 81.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 17 metres. (2 mobility parks)	
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Harris Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 98.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 41.5 metres. (7 parallel carparks)	
u.	Halswater Drive, Churton Park (TR 78-19) No Stopping At All Times		
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Halswater Drive	No Stopping, At All Times	North side, commencing from its intersection with Lakewood Avenue (Grid coordinates X= 1,751,414.85 m Y= 5,436,674.50 m) and extending in an easterly direction following the northern kerbline for 33.8 metres.	
v.	Rangoon Street, Khandallah (TR 79-19) No Stopping At All Times		
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
Column One	Column Two	Column Three	
Rangoon Street	No Stopping, At All Times	West side, commencing 44.2 metres southeast of its intersection with Omar Street (Grid coordinates x= 1,750,575.60 m, y= 5,433,059.40 m), and extending in a south-easterly direction following the western kerbline for 16.5 metres.	
Rangoon Street	No Stopping, At All Times	South side, commencing 115.5 metres west of its intersection with Gurkha Crescent (Grid coordinates x= 1,750,844.95 m, y= 5,432,736.30 m), and extending in a westerly direction following the southern kerbline for 23.0 metres.	
w.	Elliott Street, Johnsonville (TR81 -19) No Stopping At All Times		

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Elliott Street	No Stopping, At All Times	North side, commencing from its intersection with Kipling Street (Grid coordinates x= 1,750,452.60 m, y= 5,434,339.90 m), and extending in a north-westerly direction following the northern kerbline for 15.3 metres.
x.	Upoko Road, Hataitai (TR83 -19) No Stopping At All Times	
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Upoko Road	No Stopping, At All Times	West side, commencing 80.0 metres south of its intersection with Alexandra Road (Grid coordinates x= 1,750,298.56 m, y= 5,426,653.60 m), and extending in a southerly direction following the western kerbline for 38.5 metres.
y.	Dee Street, Island Bay (TR 84-19) Remove Time Limited Parking P10, (7am – 8pm, Mon – Sun)	
Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Dee Street	<i>P10, Monday to Sunday, 7:00am-8:00pm</i>	<i>South side, commencing 11 metres west of its intersection with The Parade and extending in a westerly direction following the southern kerb line for 6 metres.</i>
z.	Dunlop Terrace, Te Aro (TR 87-19) P10 Loading Zone At All Times, P120 Metered Parking	
Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
<i>Dunlop Terrace</i>	<i>P10, At All Times.</i>	<i>West side, commencing 56 metres south of its intersection with Vivian Street (Grid Coordinates X=2658669.154691 m, Y=5988688.914263 m) and extending in a southerly direction following the kerbline for 7.5 metres.</i>
Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three
Dunlop Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 25.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 29 metres. (5 parallel carparks)
Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule		
Column One	Column Two	Column Three

	Dunlop Terrace	Loading Zone, P10, At All Times.	West side, commencing 37.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 11.5 metres.
Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Dunlop Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 25.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 12 metres. (2 parallel carparks)
	Dunlop Terrace	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	West side, commencing 49.0 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 13 metres. (2 parallel carparks)
aa.	Cecil Road, Wadestown (TR 88-19) No Stopping At All Times		
Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule			
	Column One	Column Two	Column Three
	Cecil Road	No Stopping, At All Times	West side, commencing 76.0 metres south of its intersection with Rangimarie Way (Grid coordinates x= 1,748,154.3 m, y= 5,430,329.3 m), and extending in a southerly direction following the western kerbline for 16.4 metres.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR48-19**Location:** Hutt Road - Ngauranga**Proposal:** No Stopping, At All Times.

Information: Wellington City Council has received numerous complaints over the past 6 months from users of the Hutt Road shared path about vehicles parking dangerously across the path at the north end near the signalised intersection of Hutt Rd/Jarden Mile/Centennial Highway and State Highway 2. Equally officers have observed vehicles parked along the eastern shoulder of Hutt Road either partially blocking the southbound lane or with two wheels on the path partially blocking the shared path. As a result the effective width of the shared path is being reduced significantly. In addition, vehicles have been parking at the back of the path requiring them having to drive across it causing a significant hazard to people on bikes and those on foot passing through. Removing the ability to park on this section of path is consistent with the approach taken to parking at the back of the path on the recently upgraded section of the Hutt Road.

In order to tidy up this part of Hutt Road and improve safety on the shared path for people on bikes and on foot, officers propose to prohibit vehicles from parking along the eastern shoulder of Hutt Road where its shoulder width is not wide enough to safely park without encroaching into the shared path and the adjacent vehicle lanes.

Parking would be largely prohibited along the eastern shoulder of Hutt Road between the signalised intersection of Hutt Rd/Glover St/Centennial Highway and State Highway 2 and the Caltex Fuel Station to the south. A section of parking will be allowed, enough for approximately five vehicles.

Signage will also be erected to make it clear that parking is no longer permitted at the back of the path and if need be enforcement will follow.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- | | | |
|----|--|--------------|
| 1) | Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) | Feedback period closes. | 24 May 2019 |
| 3) | If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) | If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to schedule D (No Stopping, At All Times) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Hutt Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 24.3 metres south of its intersection with Glover Street (Grid Coordinates x=1751943.47m, y=5432182.71m), and extending south following the kerbline for 60 metres.</i>
Hutt Road	<i>No Stopping, At All Times.</i>	<i>East side, commencing 181.9 metres south of its intersection with Hutt Road (Grid Coordinates x=1751936.46m, y=5432190.52m), and extending south following the kerbline 1350 metres</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

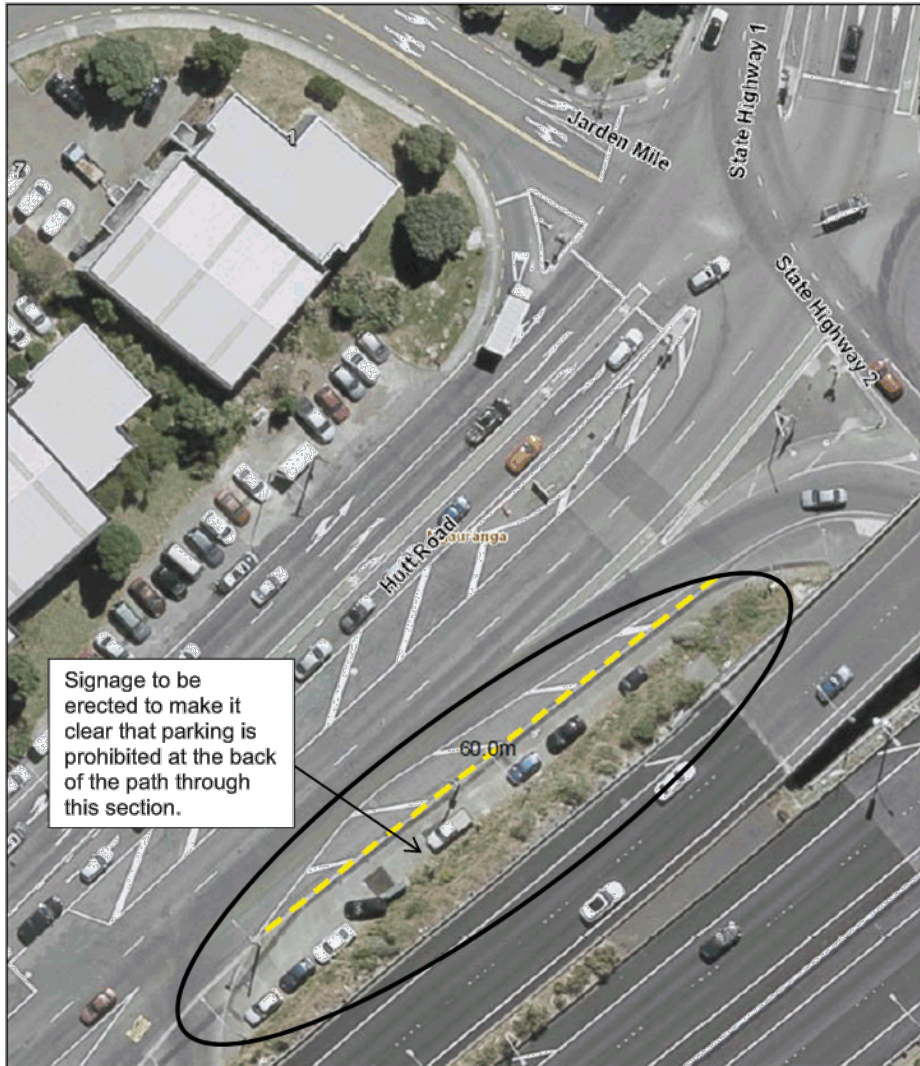
Prepared By: Luke Benner
Approved By: Paul Barker
Date: 5/04/19

(Transport Projects Engineer)
(Manager Network Improvements)

WCC Contact:
Luke Benner
Transport Projects Engineer
City Design and Place Planning
Wellington City Council
113 The Terrace / PO Box 2199,
Wellington
Phone: 021 890 387
Email: luke.benner@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

No Stopping (Hutt Road), At All Times (Part 1)



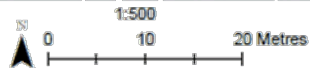
April 5, 2019

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Data (Statement):
Property boundaries, 20m Contours, road names, rail line, address & the points sourced from Land Information NZ. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m. Crown Copyright reserved.

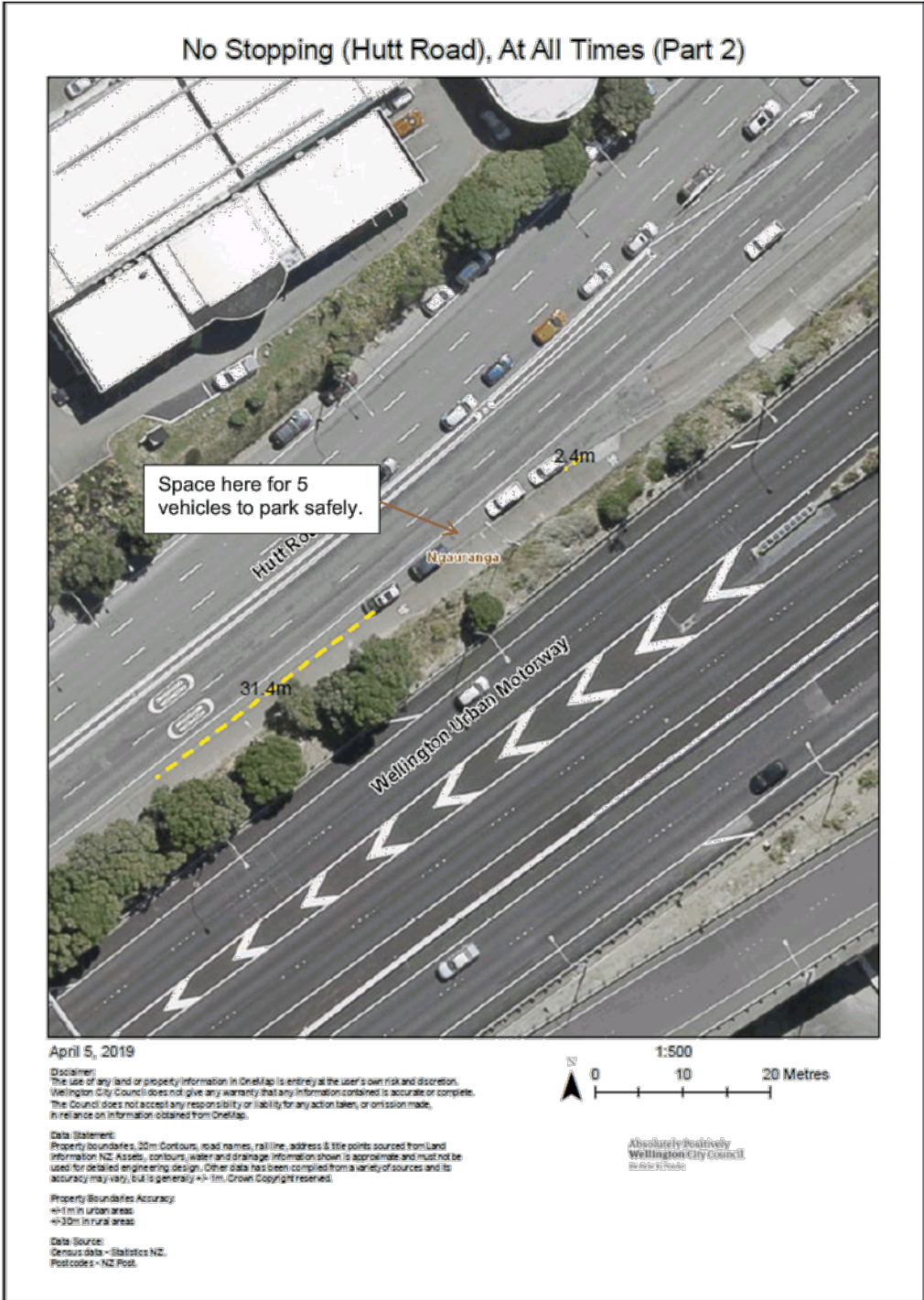
Property Boundaries Accuracy:
+/- 1m in urban areas
+/- 30m in rural areas

Data (Source):
Census data - Statistics NZ.
Postcodes - NZ Post.



Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

No Stopping (Hutt Road), At All Times (Part 3)



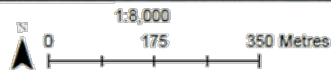
April 5, 2019

Disclaimer:
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Data Statement:
 Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m. Crown Copyright reserved.

Property Boundaries Accuracy:
 +/-1m in urban areas
 +/-30m in rural areas

Data Source:
 Census data - Statistics NZ
 Postcodes - NZ Post



Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback received:**

Name: Marc Paynter
Suburb: Whitby
Agree: Yes

This will be a great safety improvement. It is chaos in the mornings with workers being picked up in vans, buses picking up and dropping off, cyclists, pedestrians, everyone is all over the place. By keeping the cyclists to the cycle lane, the cars on the road, and the buses in the bus stop and roads, everyone will be safer.

Name: James Burgess
Suburb: Te Aro
Agree: Yes

Cycle Wellington strongly supports this change. Parking and driving on the shared path is a long-standing and increasing safety hazard. And moving vehicles entering and leaving the area cause a hazard, especially at peak rush-hour times. We ask the council to place pre-emptive advisory notices on parked vehicles before the change and do proactive parking enforcement within days of applying the markings and signage. The alternative process of delaying the start of enforcement would make the message less clear. Also, the diagram in the traffic resolution suggests a gap in the yellow lines at each end of the problem area. We ask that the lines be extended if necessary after monitoring, to protect the whole area under consideration.

Name: Patrick Morgan
Suburb: Te Aro
Agree: Yes

We support this change. Parking and driving on the shared path is a hazard. Moving vehicles entering and leaving the area cause a hazard, especially at peak rush-hour times. We ask the council to place pre-emptive advisory notices on parked vehicles before the change and do proactive parking enforcement within days of applying the markings and signage. The alternative process of delaying the start of enforcement would make the message less clear. Also, the diagram in the traffic resolution suggests a gap in the yellow lines at each end of the problem area. We ask that the lines be extended if necessary after monitoring, to protect the whole area under consideration.

Name: Peter Ramage
Suburb: Lower Hutt
Agree: Yes

It is extremely important that users this vital walking and cycling link to Johnsonville and the Hutt Valley are protected from the hazards caused by illegal parking on the footpath.

Name: Jim Rustle
Suburb: Unknown
Agree: Yes

Excellent idea. Please also sort out Thorndon Quay and Middleton Road.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Dale Warburton
Suburb: Epuni
Agree: Yes

In general, I am supportive of this proposal. However, there at present there are people who park partially over the footpath in the area where the recommended 5 parks would go. If there is no way of preventing this from happening, I suggest these 5 parks not be provided.

Name: J Harris
Suburb: Newtown
Agree: Yes

Excellent safety improvement.

Name: Josh Thurston
Suburb: Unknown
Agree: Yes

I agree that parking immediately at the corner on the shoulder/path next to the exit from SH2 southbound should be removed. This significantly narrows the shoulder and path and visibility for cyclists (and it is a two-way section for cyclists). The surface of this section could also use renewing as it is somewhat gravelly. Parking here also reduces visibility for vehicles turning into the waste disposal area / towards the Ngauranga station area. The proposed parking section for 5 vehicles on the streetside matches where some cars currently park, however these cars often park half on the path and half on the street. This is also hazardous, particularly when it is dark, as they represent a low and dangerous object on a cycle and footpath. If this parking cannot fit on the street, then it should be removed.

Name: Lisa Hunkin
Suburb: Waiwhetu
Agree: Yes

I strongly support this change because it will improve the safety of pedestrians and cyclists using the shared path.

Name: Sam Thornton
Suburb: Newlands
Agree: Yes

I support this proposal. It is a tricky spot to cycle through, so this will help remove some hazards. I suggest you include yellow lines right through the bus pull over area to make it clear to vehicles that they cannot park there. I also encourage you to consider the placement of the bus stop as it is difficult and dangerous to cycle through when people are boarding / disembarking the bus.
Thanks.

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Alastair Smith
Suburb: Aro Valley
Agree: Yes

I support Cycle Wellington's submission. It is important for the integrity of the shared path that users do not have to worry about vehicles crossing the path to park, or to have a narrowed path when vehicles park partly on the path.

Name: David Catling
Suburb: Khandallah
Agree: Yes

It is dangerous to allow parking here.

Name: Linda Beatson
Suburb: Mount Cook
Agree: Yes

Vehicles parking in this area impede access by people on foot and bikes, and are out of step with the recent improvements to the pathway on Old Hutt Rd and the tarmac section from Old Hutt Rd under the over bridge. I reiterate the points made in the submission from Cycle Wellington : Cycle Wellington strongly supports this change. Parking and driving on the shared path is a long-standing and increasing safety hazard. And moving vehicles entering and leaving the area cause a hazard, especially at peak rush-hour times. We ask the council to place pre-emptive advisory notices on parked vehicles before the change and do proactive parking enforcement within days of applying the markings and signage. The alternative process of delaying the start of enforcement would make the message less clear.

Also, the diagram in the traffic resolution suggests a gap in the yellow lines at each end of the problem area. We ask that the lines be extended if necessary after monitoring, to protect the whole area under consideration.

Name: Ron Beernink
Suburb: Petone
Agree: Yes

I full support this proposal and applaud the Council for putting the safety of people on foot and bike ahead of the convenience of car parking. This is an improvement that I have asked the Council for on behalf of Cycle Aware Wellington, so fantastic to see this proposal. I do however ask an amendment to the proposal that a raised road platform is installed at the entrance of the access road / underpass to the Ngauranga railway station, with clear signage to ensure that turning cars give way to pedestrians and cyclists. The reason for this is that we are already seeing more drivers using this to drop or pick up people from the railway station or to park there. With the loss of car parking it is likely that this will result in a further increase of cars turning into path of people walking or biking along the Hutt Rd path at this point. The raised platform would be similar to that at Westminster Street, but with enforcement for drivers to stop and give way to people on the Hutt Rd path. Unlike Westminster Street, this is easily enforceable as the access road is not an official road. I also want to take the opportunity to ask the Council to work with NZTA to urgently address the wider safety concerns at the Ngauranga Interchange; ensuring that cyclists and in particular pedestrians have proper safe facilities to cross between the Hutt Rd path, Jarden Mile, Centennial Highway and SH2.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Tim Jenkins
Suburb: Karori
Agree: Yes

I strongly support this proposal. Removing parking in this section will make it safer for people cycling and walking as there will be more space and motor vehicles will not cross the path.

Name: Andrew Bartlett
Suburb: Kilbirnie
Agree: Yes

Yes, cars should not have the opportunity to drive over a cycle path for long-term parking. This is dangerous to all involved.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR49-19**Location:** Crawford Road - Kilbirnie**Proposal:** Time Limited Parking, P15 At All times

Information: During April 2018, approval was received from councillors to implement a protected bike lane on Crawford Road & Constable Street between Rongotai Road & Alexandra Road. The new bike lane is one of series of projects which have been implemented between Kilbirnie and Newtown to make the route safer for people on bikes.

As part of this project a large number of car parks on the uphill side of the road were removed however after requests from the Kilbirnie Tennis Club for some parking to be retained, council officers were able to accommodate two parking spaces in the final design whilst ensuring that the adjacent bus stop and bike lane could be safely retained.

It is proposed that the two parking spaces outside no 14 Crawford Road be allocated a time restriction of 15 minutes, which in agreement with the Kilbirnie Tennis Club will allow the parking spaces to serve as a drop off and pickup area for its members coming and going.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Crawford Road	<i>Time Limited Parking, P15 At All Times.</i>	<i>South side, commencing 38.75 metres west of its intersection with Duncan Terrace (Grid Coordinates x=1749890.11m, y=5424622.03m), and extending west following the kerbline for 11 metres.</i>

Prepared By: Luke Benner
Approved By: Paul Barker
Date: 9/04/19

(Transport Projects Engineer)
(Manager Network Improvements)

WCC Contact:
Luke Benner
Transport Projects Engineer
City Design and Place Planning
Wellington City Council
113 The Terrace / PO Box 2199,
Wellington
Phone: 021 890 387
Email: luke.benner@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
 Me Heke Ki Pōneke

NOTES

1) ALL DIMENSIONS GIVEN IN METERS UNLESS SPECIFICALLY NOTED OTHERWISE.

2) DIMENSIONS GIVEN IN RED ARE TO BE CHECKED AND VERIFIED BY THE CLIENT.

3) DIMENSIONS GIVEN IN GREEN ARE TO BE CHECKED AND VERIFIED BY THE CLIENT.

4) DIMENSIONS GIVEN IN BLACK ARE TO BE CHECKED AND VERIFIED BY THE CLIENT.

LAYOUT PLAN

FOR INFORMATION ONLY

WELLINGTON CITY COUNCIL
 PROJECT NO. TR49-19
 TITLE: STEEL CRAWFORD ROAD
 LAYOUT PLAN FOR TRAFFIC RESOLUTION

DATE: 10/06/19

SCALE: 1:100

REV: A

WELLINGTON CITY COUNCIL

Absolutely Positively
 Wellington City Council
 Me Heke Ki Pōneke

Opus
 CONSULTING ENGINEERS
 150 JAMES COOK DRIVE
 WELLINGTON
 PHONE: +64 (0)4 488 8000
 WWW.OPUS.CO.NZ

1:100

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Name: Sandra Warwick
Suburb: Unknown
Agree: No

I refer to the above. My thinking is that the "at all times" part of this P15 has not been thought through. These 2 parks are essentially to allow tennis club members to pick up members. However this will only be obviously in daylight hours. If someone comes to my place for dinner at say 7.30 pm then they should be able to Park there. Please change your sign to read within the relevant hours. Besides which are you seriously going to have parking wardens patrolling 24/7 for 2 parks. I have a garage so it doesn't really matter to me but I just think this is overly prescriptive rule making and mean spirited. Thank you for reconsidering this. Regards, Sandra Warwick.

Officers Response:

The P15 restriction proposed for the two parking spaces will be enforceable during the time period (8 am and 6 pm). Outside of these times longer stay parking is allowed which is not expected to have any negative effect on users of the Tennis Club or that of people on bikes travelling through the area.

Name: Sarah McNeill GWRG
Suburb: Te Aro
Agree: Yes

Across the region, bus stops are often used informally as pick up/drop off points for private vehicles. The proposed P15 parking spaces in front of the bus stop outside 14 Crawford Road would provide a safe location for pick up/drop offs to be made, therefore reducing the likelihood of this hazard occurring within the bus stop. The stop layout continues to provide an adequate bus box and entry/exit taper lengths to ensure the bus stop operates efficiently.

Name: James Burgess Cycle Aware
Suburb: Te Aro
Agree: Yes

Cycle Wellington strongly supports this change. Retaining parking here helps people using the tennis club. But it also causes a pinch point for anyone on a bike who has not followed the entrance to the bus stop shared path, for example if the bus stop is busy with passengers. Time-limiting the parks means they are more likely to be available for their intended purpose of tennis club drop-offs and pick-ups - currently they seem to often be used for longer term or all-day parking. And it means they are more likely to be empty, removing the pinch point for people passing on bikes who have not ridden up onto the bus stop shared path.

Name: Patrick Morgan Cycle Aware
Suburb: Te Aro
Agree: Yes

We strongly support this change. Long term parking here causes a pinch point for anyone on a bike who has not followed the entrance to the bus stop shared path, for example if the bus stop is busy with passengers. Time-limiting the parks means they are more likely to be available for their intended purpose of drop-offs and pick-ups. Currently they are used for longer term or all-day parking. And it means

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

they are more likely to be empty, removing the pinch point for people passing on bikes who have not ridden up onto the bus stop shared path.

Name: J Harris
Suburb: Newtown
Agree: Yes

Cars parked there push kids etc towards traffic, create conflict. Good compromise with tennis club for drop offs. Will make parks more useful for more club members

Name: Alastair Smith Cycle Wellington
Suburb: Aro Valley
Agree: Yes

I support Cycle Wellington's submission. These parks are a compromise and affect the flow of the cycleway. The time limit will make it clear that their intended purpose is for drop off/ pick up.

Name: Pablo Gomes Ludermir
Suburb: Island Bay
Agree: No

I'd prefer if the council implemented a zebra crossing in front of the tennis club so pedestrians could cross the road safely and without putting people on bikes next to cars again.

Officers Response:

There is an existing zebra crossing just to the south of the Tennis Club on Crawford Road near the intersection with Duncan Terrace. As part of the cycleway project this crossing has been retained with visibility enhancements made improving safety for people crossing the road here.

Name: Linda Beatson
Suburb: Mount Cook
Agree: Yes

I reiterate the points made by Cycle Wellington regarding this proposal. Cycle Wellington strongly supports this change. Retaining parking here helps people using the tennis club. But it also causes a pinch point for anyone on a bike who has not followed the entrance to the bus stop shared path, for example if the bus stop is busy with passengers. Time-limiting the parks means they are more likely to be available for their intended purpose of tennis club drop-offs and pick-ups - currently they seem to often be used for longer term or all-day parking. And it means they are more likely to be empty, removing the pinch point for people passing on bikes who have not ridden up onto the bus stop shared path.

Name: Tim Jenkins
Suburb: Karori
Agree: Yes

I strongly support this proposal. Reducing the long term use of these parking spaces will reduce the chance of conflict at a pinch point for cyclists.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Andrew Bartlett
Suburb: Kilbirnie
Agree: Yes

I strongly support this proposal, these car parks are an aberration and if they must be maintained they should be short-duration so that they do not interfere with the cycle lane and the free operation of the bus stop. I ride this lane daily as I live nearby. Bus movements already constrict the downhill side of the lane, by ensuring these parks are less occupied this may be less of an issue.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR50-19**Location:** Taranaki Street - Te Aro**Proposal:** Removal of metered carpark and the marking of no stopping lines.**Information:** Council officers have received numerous requests from the public for the removal of a carpark situated directly outside No. 198 Taranaki Street.

The carpark in this location creates a pinch point for people on bikes when heading north along Taranaki Street when there is a vehicle parked there. People on bikes travelling north along Taranaki Street have allocated space on the approach to the Karo Drive signals, when crossing the intersection and for the first 30m or so north of the intersection there is sufficient space for bikes and cars to safely travel beside each other before getting to the single car parking space in question. Immediately to the north of this parking space the single lane splits into two through lanes and a right turn lane into Martin Square.

Officers have observed the issues faced by those on bikes and agree with the concerns raised and agree that the removal of this single parking space will eliminate the need for those on bikes to ride in the busy traffic lane, the removal of this space will also help to smooth traffic flow and assist in better lane utilisation along Taranaki Street generally

It is proposed that the carpark outside No. 198 Taranaki Street be removed and "No Stopping Lines" marked in its place to remove the safety risk which exists.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Remove from Schedule F (Metered parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Taranaki Street	<i>P120 Maximum.</i>	<i>West side, commencing 59 metres south of its intersection with Abel Smith Street (Grid Coordinates x=1748684.93m, y=5426696.79m), and extending south following the kerb line for 7 metres.</i>

Add to schedule D (No Stopping At All Times) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Taranaki Street	No Stopping, At All Times	<i>West side, commencing 59 metres south of its intersection with Abel Smith Street (Grid Coordinates x=1748684.93m, y=5426696.79m), and extending south following the kerb line for 7 metres.</i>

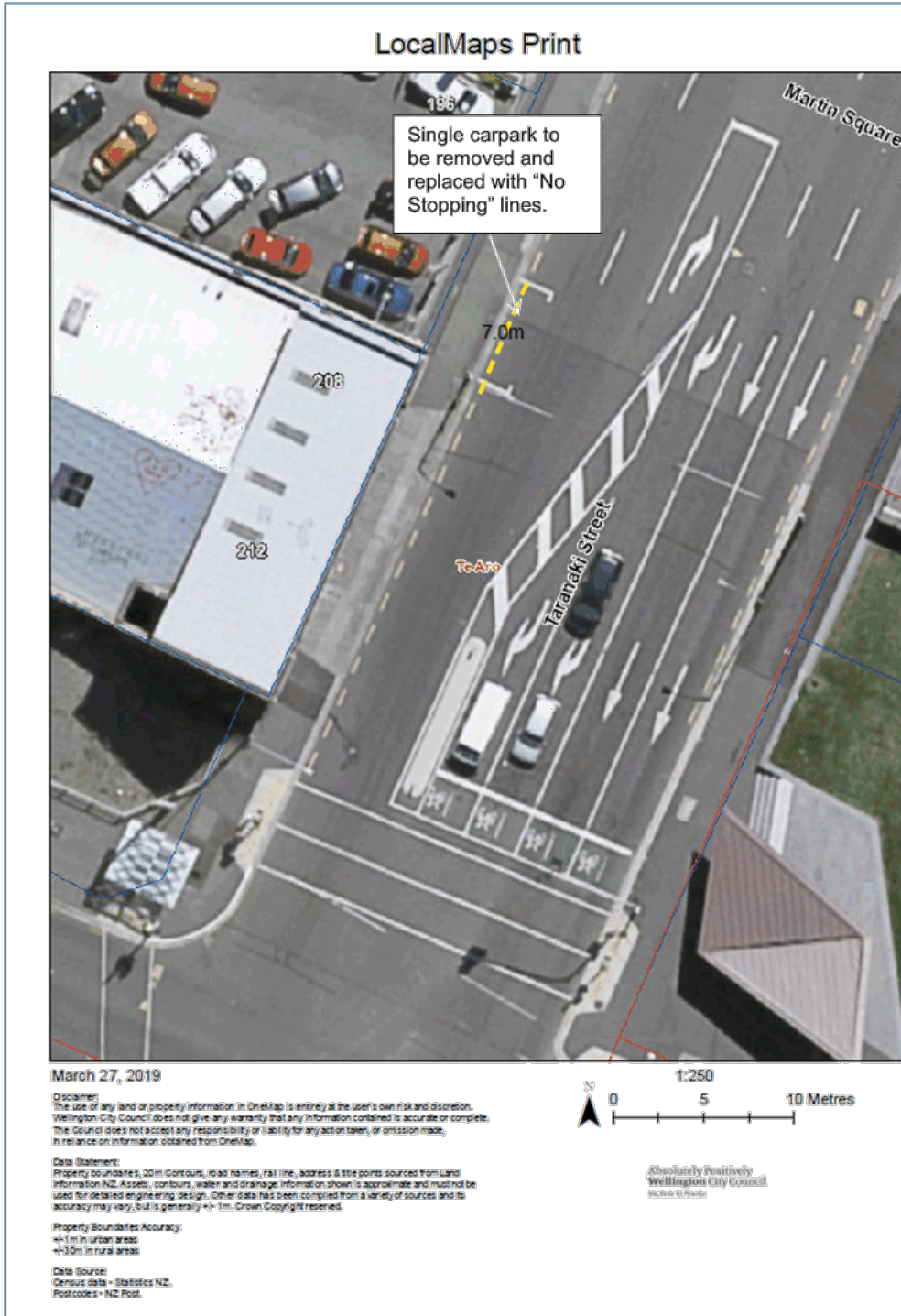
Prepared By: Luke Benner
Approved By: Paul Barker
Date: 4/04/19

(Transport Projects Engineer)
(Network Improvements Manager)

WCC Contact:

Luke Benner
Transport Projects Engineer
City Design & Place Planning
Wellington City Council
113 The Terrace / PO Box 2199,
Wellington
Phone: 021 890 387
Email: Luke.Benner@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Name: Guest User
Suburb: Unknown
Agree: Yes

We support this change. Removing the pinch point will make biking (and driving) here safer. The lead-in lane just before crossing Karo drive means people on bikes are often to the left of a queue of traffic, making it harder than usual, and more unpleasant, to try to take the lane to pass this hazard. Removing the pinch point will mean people on bikes feel safer and car traffic has a simpler exit from the intersection.

Name: Patrick Morgan
Suburb: Te Aro
Agree: Yes

Let's fix this pinch point.

Name: Linda Beatson
Suburb: Mount Cook
Agree: Yes

I agree with this, as a regular user of this section of road, it can be a bit uncomfortable here, and removing this park will alleviate this.

Name: Tim Jenkins
Suburb: Karori
Agree: Yes

I strongly support this proposal. Removing this pinch point will make it safer for cyclists and other road users.

Name: James Burgess
Suburb: Te Aro
Agree: Yes

We support - removes a pinch point.

Name: Andrew Bartlett
Suburb: Kilbirnie
Agree: Yes

I strongly support the removal of pinch points.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 51 – 19**Location:** Frank Johnson Street - Johnsonville**Proposal:** Time Restricted Parking P 12 hr

Information: Ward Councillors and in the past the Johnsonville Community Association (JCA) have brought to Officers attention that there is an ongoing problem of advertisers using three parking spaces closest to the roundabout, typically for several weeks, and up to several months at a time. Officers confirm this is an issue. Advertising vehicles range from vans to trailers with signage up to 2.5m high and 5m long, often with markings indicating they are owned by professional advertisers. Such large signage in very close proximity to a very busy roundabout can be a distraction to drivers. The carparks they take up also denies the use by private passenger vehicle users in an area where parking is limited.

There are about 30 non time-limited carparks on Frank Johnston Street which are occupied most working days by commuters and workers from adjacent businesses and it is rare to find a "free" carpark in this area. Short-term parking is very limited on the nearby streets for about 150 metres in any direction.

Net parking loss: Nil ; a P12hr time restriction is proposed for 3 spaces

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

Frank Johnson Street	<i>Time Limited Parking, P12 hours</i>	<i>North West side, commencing 4 metres east of its intersection with Moorefield Road (Grid Coordinates X= 1,751,522.0766 m, Y= 5,435,063.1732 m) and extending in a north easterly direction following the north western kerb line for 8 metres. (3 - 90 degree angled parking spaces)</i>
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Prepared By: Charles Kingsford
Approved By: Steve Spence
Date: 11/06/2019

(Principal Transport Engineer)
(Chief Advisor)

WCC Contact:

Charles Kingsford
Principal Transport Engineer
Transport & Infrastructure
Wellington City Council
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Wellington
Email: Charles.kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Name: Jonathan Steven
Suburb: Johnsonville
Agree: Not stated

This will not solve anything. The business below will need to be stopped from using the carpark for commercial purposes. At the end of the day they move the cars back inside their workshop so the 12hr limit doesn't help. The business needs to be approached directly. I usually park my car in the public car park on Frank Johnson St at about 7:25am in the morning. Before 7:30 the carpark is completely full. At any given time 10-15 carparks are taken up by the Blair Wright group and their damaged cars which they repair as part of their regular business. After the carpark is full the company the Blair Wright group will continue parking cars down the middle of the carpark (illegally). This is depicted in the pictures.

1. > Parking the cars as depicted is illegal.
2. > Immoral as they are using a public carpark for commercial purposes
3. > A health and safety risk as there is no quick way to escape or get cars out of the carpark if urgency
4. > is required. (if an accident or natural disaster occurs)
5. > A public nuisance as many employees from the surrounding businesses have nowhere to park their
6. > cars when the park is full (before 7:30am)

I would appreciate a solution to this problem that would involve the company, the Blair Wright Group to stop parking their damaged cars in this public carpark A great deal of surrounding businesses and the public are affected by this.

Officers Response:

As a result of the feedback received and a recent site visit on a weekday morning, the key elements of the traffic resolution is the ongoing problem of advertisers using three parking spaces closest to the roundabout typically for several weeks. Parking of cars related to business operations will be investigated, however there appeared to be no instances of this happening on a recent site visit.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference Number:** TR55 - 19**Location:** Adelaide Road, Berhampore**Proposal:** Pedestrian Facility (Zebra Crossing) – Adelaide Road**Background:** A new community Playground is currently being constructed adjacent to the existing Skate park on Adelaide Road. Toilet facilities for these amenities are across the road at the Wakefield Park Sports-fields.

Council Officers therefore propose to install a zebra pedestrian crossing to provide a safe crossing point between these two amenities. The proposed zebra crossing is an upgrade of the current central refuge facility and kerb buildouts and has been undertaken in consultation with Parks, Sports and Recreation to tie in with the opening of the new playground currently being constructed. There is a good chance the zebra crossing will be constructed prior to the City Strategy Committee meeting.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper. | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received, report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule H (Pedestrian Crossing) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Adelaide Road	Pedestrian Crossing	Located 172.9 meters north of its intersection with Dover Street (1,748,484.1, Y=5,423,291.8)

Add to the Schedule D (No Stopping Restrictions) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Adelaide Road	No stopping at all times	East Side, Commencing 180.3 meters north of its intersection with Dover Street (Grid Coordinates X= 1,748,484.1, Y=5,423,291.8) and extending in a northerly direction for 8 meters
Adelaide Road	No stopping at all times	West side, Commencing 273 meters north of its intersection with Dee Street (Grid Coordinates X= 1,748,444.9, Y=5,423,187.1) and extending in a northerly direction for 8 meters

Prepared By : **Amin Shahin** (Area Traffic Engineer)
Approved By: **Steve Spence** (Chief Transport Advisor)
Date: **11/06/19**

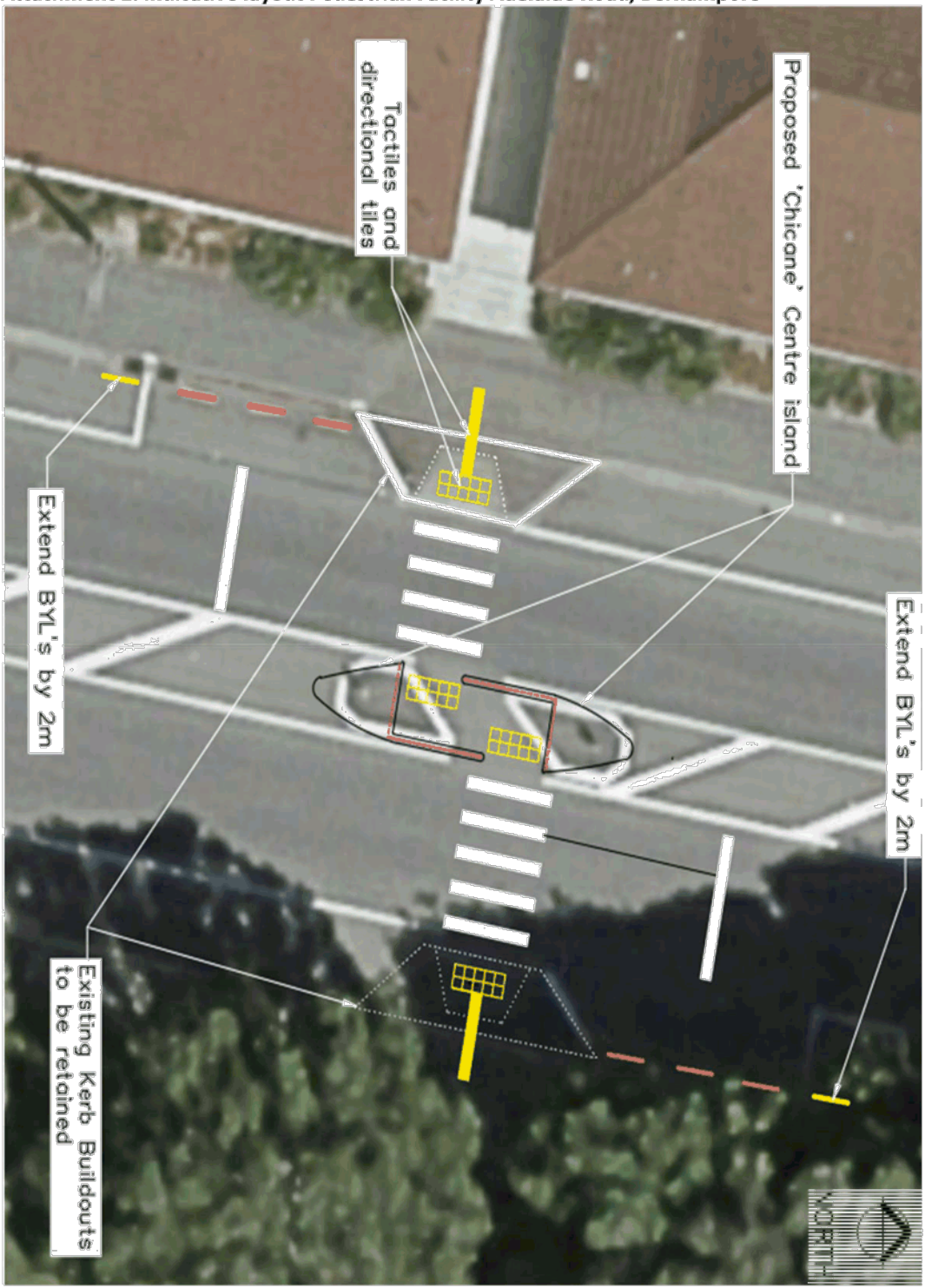
WCC Contact:

Amin Shahin
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Attachment 1: Indicative layout Pedestrian Facility Adelaide Road, Berhampore



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Guest User
Suburb: Unknown
Agree: Yes

We support this change. A crossing is needed here and will hopefully lead to more cautious driving and slower speeds as drivers know they may need to stop. We'd like to point out that while improving crossings for people on foot, all median refuges and pedestrian build-outs create pinch points for people on bikes. This proposal doesn't make this pinch point worse, but work to improve pinch points when making similar changes or resurfacing roads with crossings would be great.

Name: Patrick Morgan
Suburb: Te Aro
Agree: Yes

People crossing the road to access the playground and park deserve protection.

Name: Barbara McCallum
Suburb: Island Bay
Agree: Yes

Users of Wakefield park and the playground need a safe way to cross the road. The nearest crossings are in Berhampore and Island Bay which are too far away to expect kids to use

Name: Regan Dooley
Suburb: Island Bay
Agree: Yes

Excellent idea and long overdue. It will be particularly important to have a pedestrian crossing here when the new children's playground opens. Please do consider whether anything can be done to reduce the size of the kerb extensions which currently create a very nasty pinch point for people on bikes.

Name: Andy Doyle
Suburb: Island Bay
Agree: Yes

I think this is a very important move, and will increase the safety in an area that has already had several accidents and near misses.

Name: Tessa Johnstone
Suburb: Island Bay
Agree: Yes

This would be great, much needed. However, drivers are often going at 50/60 down this road so either a speed reduction to 30 or 40 in this area, and: or extensive signage to ensure no-one gets hit on the crossing.

FEEDBACK RECEIVEDAbsolutely Positively
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Name: Pablo Gomes Ludermir
Suburb: Island Bay
Agree: Yes

I support any traffic calming measures that can be put in place between Adelaide Road and The Parade. That is a zone where cars frequently speed and there are always a lot of children frequenting the area.

Name: Linda Beatson
Suburb: Mount Cook
Agree: Yes

Safe crossing for pedestrians on this section of road is sorely needed. I wish to draw the attention of officers to the number of people on bikes who use this roadway, and to ensure that the design solution adequately addresses the needs of people on bikes - i.e. - does this create a pinch point? Can this be mitigated?

Name: James Burgess
Suburb: Marion Square
Agree: Yes

We support - much-needed crossing and may slow traffic. Consider extending no-parking zones for better sight line. (Re-sent after missing confirmation)

Name: Liz Springford
Suburb: Berhampore
Agree: No

I totally support safe crossing for both the increasing number of children and caregivers who will be using the wonderful new playground (well done WCC!) and the large numbers of children and adults already crossing during training and sports events. But I oppose the design of the proposed zebra crossing for two important safety reasons: 1. WCC has a Sustainable Transport Hierarchy Policy which requires WCC to prioritise people walking, followed by people cycling, with private motor vehicles at the bottom of the hierarchy. Although the crossing prioritises people walking, people cycling are put in increased danger in an already dangerous area for cycling - and many people commute from Island Bay and further afield along this very busy stretch of road. It is not ok to deliberately design "pinch points" and create even greater danger for cyclists - both adults and children who bike here. Cycling needs to be safer and more attractive for zero carbon climate protection, health, equity and efficient land use reasons - all of which build to a twenty dollar return for every WCC rates dollar spent on segregated cycleways and slow streets. The solution is to allow cyclists to continue to cycle close to the footpath, by having "cut-outs" in the kerb outcrops designed to protect pedestrians. The peak times for cyclists are the commute times, and these don't tend to coincide with Wakefield Park use, or future use of the new playground. 2. The new zebra crossing alone risks creating even more danger for children and adults crossing by giving a false sense of security. This is a busy road. We already have repeated problems with speeds above 30kph restriction in Berhampore, near misses of vehicles crashing into people with pushchairs legitimately crossing at pedestrian crossings controlled by lights, a car flipping over on Adelaide Road just 10-20 metres up from the proposed zebra crossing, and vehicle drivers ignoring double yellow lines to pass cyclists. Driver behaviour is dangerous. We need other measures to slow traffic from 50kph to 30kph in the vicinity of the new crossing, speed cameras to enforce, and modifications to the roading environment that encourage vehicle drivers to instinctively stick to 30kph and respect more vulnerable road users, especially children crossing at the new zebra crossing. Thank for this opportunity

FEEDBACK RECEIVED

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Me Heke Ki Pōneke

to give feedback, I look forward to discussing this with WCC and am happy to be contacted anytime.

Officer's response:

Thankyou for your feedback. To address the concerns that you are raised, I can respond as follows:

1. The measured width between the physical kerbs for northbound (uphill traffic) will be 4.3 metres. This meets the design requirements for cars and cyclists travelling side by side. For the southbound traffic cyclists will be 'taking' the lane and travelling at a speed not greatly different to cars. I consider the design provides a safe facility for both cyclists and pedestrians.
2. A 30km/h speed zone is not part of Councils policy for short lengths of the road network and the use of Driver Speed Feedback signs (DSFS) is part of a roll out program to alert drivers to excessive speed.
3. To alert drivers to their travel speed a Driver Speed Feedback sign (DSFS) was installed approximately 2 years ago approximately 140 metres north of the proposed zebra crossing. When drivers are travelling above 50km/h a SLOW flashing sign is illuminated to alert drivers to slow down.
4. A check of the current speeds for northbound traffic will be undertaken for the consideration of a DSFS on the northbound approach to the proposed zebra crossing.
5. The no stopping restriction has been extended on each side of the crossing point with this traffic resolution to facilitate better sightlines from the driver to a pedestrian about to cross at the zebra crossing to facilitate safe stopping.
6. The proposed operation of the zebra crossing will be monitored and any other treatments will be considered as necessary.

Thankyou again for your feedback on this important safety improvement to the network.

Name: Kate Searle
Suburb: Berhampore
Agree: Yes

Thank you for the opportunity to provide feedback on the traffic resolution for the proposed zebra crossing on Adelaide Road (TR55-19). The proposed new crossing is a great initiative to make Adelaide Road safer for children & caregivers enjoying the new playground. While the Berhampore Community Association is very supportive of the zebra crossing in principle, we wish to make the following suggestions:

1. We support further environmental change in the vicinity of the zebra crossing to encourage drivers to slow down in this area and/or to further draw their attention to the crossing, ensuring that the pedestrian crossing is respected and safe. We have seen a number of vehicle crashes along this particular stretch of road recently (including several vehicles that have rolled, presumably while travelling at speed). We are also aware of numerous instances where members of our community have had very close near-misses with cars while crossing Adelaide Road at the lights in Berhampore Village or on the zebra crossing at the bottom of Chilka Street, where drivers have not stopped for pedestrians. Given that the proposed crossing will often be used by children, we request additional measures to minimise potential dangers to pedestrians using the crossing. A pedestrian crossing alone is not enough, and may create more risk through misleading perceptions of safety.

FEEDBACK RECEIVEDAbsolutely Positively
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Me Heke Ki Pōneke

2. The design endangers the many people on bikes who also ride on this road. The kerb buildouts create pinch points where people on bikes are forced to move into the line of traffic. We would like to see further consideration of all road users here - perhaps this could be fixed by cutting a space between the gutter and kerb buildouts, so that people on bikes can ride through, rather than be forced through a narrow section of road created by the kerb buildouts. At the same time, existing kerb buildouts could be similarly adjusted so we no longer have dangerous pinch-points along this stretch of Adelaide Road - to the relief of both people on bikes & vehicle drivers. I (or other representatives of BCA) would be more than happy to discuss this further with WCC staff - feel free to contact me via this email address or on my phone number.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference Number: TR 56-19

Location: Quebec Street, Kingston

Proposal: No Stopping At All Times
Bus Stop Relocation

Background: In mid-July 2018 Greater Wellington launched a new bus network across Wellington City. On implementing the new network it was confirmed that access to the new bus stops on Quebec Street was an issue for bus users.

While this issue was raised in considering the new bus stops in March it was left to be monitored following the changes. Although traffic volumes are low there is a desire from the community for a safe crossing facility to buses on the opposite side of the street from the catchment they serve.

Consultation

Having considered a number of options with community representatives, including locating bus stops on the other side of the street, it was concluded the bus stops should remain in their current location, apart from the northern bus stop on the eastern side would be relocated 10m south to facilitate improved sight lines to pedestrians at a proposed pedestrian facility installed across Quebec Street. Previous feedback received for (TR152-18) is attached.

The proposed location of the pedestrian ramps best serves both bus stops. To install the ramps further north by Montreal Grove would take the pedestrian ramps too far away from where users want to cross in this area. On balance the proposed location will provide a worthwhile amenity for all users to access the bus stops.

Surveys have been carried out at Quebec Street to determine the number of pedestrians crossing the road to reach the bus stops. These surveys were conducted over 2 time periods, 7:30am – 9:00am and 3:00pm – 6:00pm on 12 December 2018. The results from these surveys were used to calculate an hourly pedestrian – vehicle value to determine if a zebra crossing could be considered for this location. To warrant the installation of a zebra crossing the result of number of vehicles multiplied by the number of pedestrians crossing in the proposed location should be greater than 40 000 in a peak hour. From the surveys conducted the peak hour was between

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

5pm – 6pm and the calculated vehicle x pedestrian gave a total of 7380. This is significantly lower than what is warranted for a zebra crossing.

Recent communication with GWRC has indicated proposed changes to route 7. In particular, bus patrons would board route 7 from the turnaround area and this would mean that around half of the bus patrons currently crossing Quebec Street would no longer make this crossing manoeuvre.

It is therefore considered that the proposed pedestrian improvements meet the current and future expected pedestrian demands.

Pedestrian improvements are proposed and will be monitored in the future to establish if this facility should be converted to a zebra crossing. The proposed improvements will provide a useful improvement for pedestrians and the no stopping restrictions together with relocation of the bus stop will significantly improve the sightlines to pedestrians and will provide an increased level of safety for pedestrians. The ramps with kerb buildouts are positioned on the desire line of the majority of users.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper. | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received, report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

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

Column One	Column Two	Column Three
Quebec Street	Bus Stop, at all times	East side, commencing 278 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the Eastern kerbline for 15 metres.

Delete from Schedule D (No Stopping Restrictions) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Quebec Street	No Stopping, at all times	East side, commencing 266 metres South of its intersection with Kingston Heights Road (Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the Eastern kerbline for 12 metres.

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

Column One	Column Two	Column Three
Quebec Street	Bus Stop, at all times	East side, commencing 288 metres South of its intersection with Kingston Heights Road (Grid Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the eastern kerb line for 15 metres.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Add to Schedule D (No Stopping Restrictions) of the Traffic Resolutions Schedule

Column One	Column Two	Column Three
Quebec Street	No Stopping, at all times	West side, commencing 40 metres south of its intersection with Montreal Grove (Grid Coordinates x= 1747567.401, y= 5423883.751) and extending in a southerly direction following the eastern kerb line for 29 metres.
Quebec Street	No Stopping, at all times	East side, commencing 266 metres south of its intersection with Kingston Heights Road (Coordinates x= 1747613.131, y= 5424103.816) and extending in a southerly direction following the eastern kerb line for 22 metres.

Prepared By : **Charles Kingsford** (Team Leader Traffic Engineering)
 Approved By: **Steve Spence** (Chief Transport Advisor)
 Date: **11/06/2019**

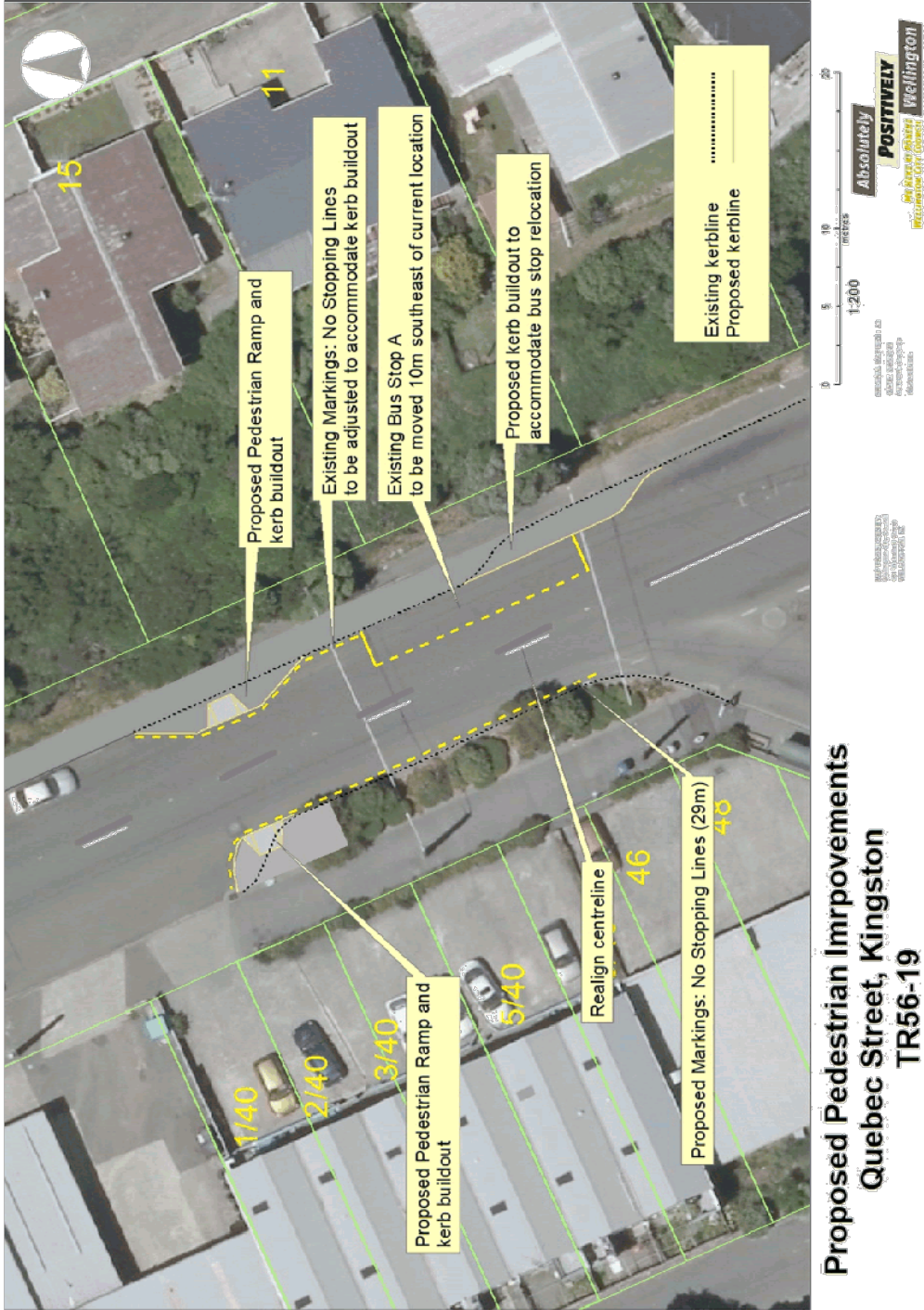
WCC Contact:

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 Email: Charles.Kingsford@wcc.govt.nz

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

PROPOSED TRAFFIC RESOLUTION

Attachment 1: Indicative layout Pedestrian Improvements Quebec Street, Kingston



FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Previous Feedback Received (TR152-18):**

Name: Mike Mellor, Living Streets
Suburb: Not given
Agree: Yes

Good idea, but even better would be to revert to the previous bus stop arrangement, adjacent to the shops, avoiding the need to many bus users to cross the road here.

Name: Rhona Hewitt, Greater Wellington Regional Council
Suburb: Not
Agree: Yes

GWRC supports the installation of a pedestrian refuge in Quebec Street Kingston and associated no stopping lines to enable better pedestrian access to the bus stop as this will improve safety for boarding and alighting passengers.

Officers Response:

Community representatives have expressed a view that the proposed pedestrian facility does not give them the protection that they expect. Their preference is for a zebra pedestrian crossing. In this location a zebra crossing is not warranted because it cannot meet visibility requirements and the number of pedestrians together with the volume of traffic is relatively low. The proposed treatment will provide a useful improvement for pedestrians and the central median will provide a good cue to motorists to look for pedestrians. This improvement is a worthwhile amenity for pedestrians. It will also provide an increased level of safety for pedestrians while other options for the area are considered.

Feedback Received (TR56-19):

Name: Sarah McNeill
Suburb: Te Aro
Agree: Yes

Thank you for working with GWRC to monitor the need for improvements to the Quebec Street pedestrian crossing facilities in Kingston. Installing new pedestrian kerbs and build outs, shifting the bus stop and adding new no-stopping lines will improve the safety and customer experience of Metlink customers using this stop. The stop layout continues to provide an adequate bus box and entry/exit taper lengths to ensure the bus stop operates efficiently.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Perry Aspros
Suburb: Brooklyn
Agree: Not stated

With your / WCC roading engineers proposal you feel confident that you can slow the traffic along Quebec Street - between the garage and the shops adjacent to the Kingston Bus Hubs specifically around Bus Stop A & B- by way of road "cushions" and speed limits etc, altering the centre line.

Further by also installing a pedestrian_refuge further down Halifax Street ,to the south leading into the Kingston Hub, you feel this will also slow the overall traffic flow, allowing bus passengers - and other residents - to cross this portion of Quebec Street safely. Which is what residents are after, what Montessori School is after and what GBRAI have been instructed to seek.

We are disappointed that we are unable to convince you about installing a "zebra crossing" behind Bus stop A. We acknowledge you showing us your pedestrian & vehicle counts and standard methodology and standards set down by NZTA. That said, the compromise solutions you have come up with appear to cover the primary issue here - pedestrian safety - at this stage. .

Provided that Greater Wellington Regional Council and Metlink and TransUrban agree with the changes and that they agreed with them, we will support your resolutions. It is also noted that they must also implement their changes ,i.e the pick up and real time information at bus stop C

We would like it clearly noted and recognized that if there is no improvement in safety then we reserve the right to come back.

Officer's response:

Thankyou very much for your feedback following our recent meeting.

The feedback provided is a good summary of the meeting's conversation(s)

As agreed we will develop a plan for traffic calming (traffic cushions) in the bus hub area and we will liaise with you, the Brooklyn Residents Association and Kingston resident's representative.

Safety improvements on Halifax Street are outside the area of this specific traffic resolution. I am, however meeting a roading engineer on Halifax Street near Breton Grove to investigate extending the footpath and to investigate options to improve pedestrian safety in this area which may include providing a central pedestrian refuge

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 60 – 19**Location:** Nicholson Road and Dekka Street, Khandallah**Proposal:** No Stopping At All Times**Information:** Greater Wellington Regional Council has passed on a number of reports from the bus operators that bus drivers are finding it difficult to negotiate the right and left turns at the intersection of Nicholson Road/ Dekka Street. Reports were also received from the members of the public that the buses had hit the road signage or the public were being frightened by buses having to use large parts of the intersection to complete their turns.

The officers at Greater Wellington Regional Council have requested Wellington City Council to undertake investigation to determine if the position of the splitter islands on Nicholson Road (northern approach) and the extent of the broken yellow lines on Nicholson Road and Dekka Street could be improved to provide a better turning experience for buses travelling through this intersection.

Council officers have undertaken a desktop study of the turning curves and confirmed the findings through a site visit. To address the concerns raised, it is proposed to install additional No Stopping At All Times road markings (broken yellow lines) on both Nicholson Road (north) and Dekka Street approaches. The traffic islands on the Nicholson Road northern approach will require reconstruction to be positioned outside the path of turning buses.

Net parking loss: 2.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Dekka Street	No Stopping, At All Times	North side, commencing at its intersection with Nicholson Road and extending in an easterly direction following the northern kerbline for 7 metres.

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Dekka Street	No Stopping, At All Times	North side, commencing at its intersection with Nicholson Road (Grid coordinates x= 1,749,961.50 m, y= 5,432,193.50 m) and extending in an easterly direction following the northern kerbline for 20.5 metres.
Nicholson Road	No Stopping, At All Times	East side, commencing at its intersection with Dekka Street (Grid coordinates x= 1,749,961.50 m, y= 5,432,193.50 m) and extending in a northerly direction following the eastern kerbline for 20.0 metres.

Prepared By: Charles Kingsford (Principal Traffic Engineer)

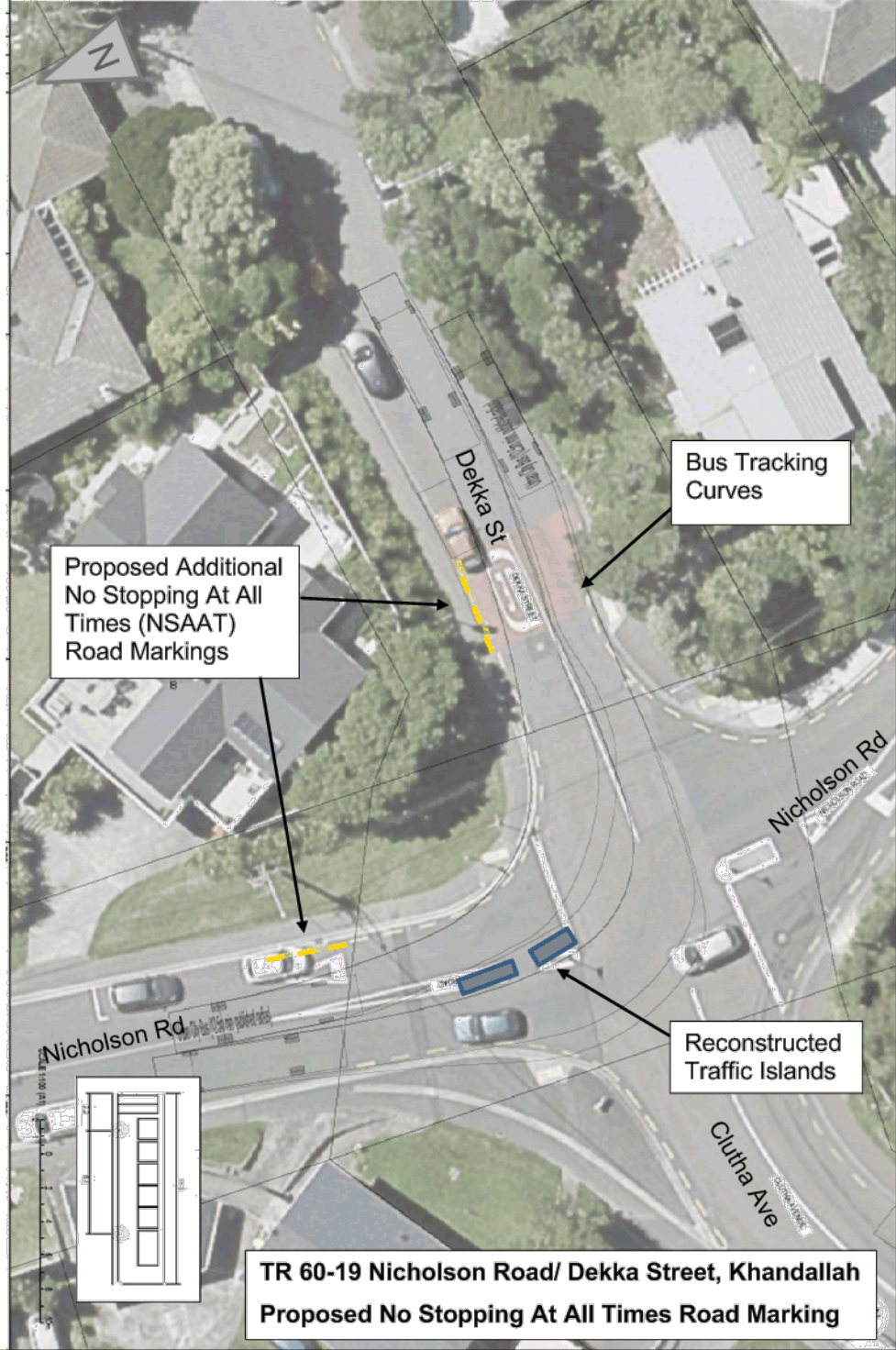
Approved By: Steve Spence (Chief Transport Advisor)

Date: 07/06/2019

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PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Wendy and Paul Tipping
Suburb: Khandallah
Agree: Yes

We strongly support the NSAAT and traffic island reconstruction proposal at our intersection.

Name: Anne McLean
Suburb: Khandallah
Agree: Yes

Agree but also need a pedestrian crossing over Dekka St outside number 11. Many schoolchildren and others cross here, and traffic goes fast

Name: Shayne Venn
Suburb: Khandallah
Agree: No

I am writing as a concerned resident (Nicholson Road - North) as this has been an ongoing issue and was brought to the WCC's attention during a previous consultation prior to the bus routes being confirmed – 2018, therefore object as this consultation proposal is not a viable nor permanent solution.

Please allow me to provide some insights and may I encourage you to review the 2018 consultation review and feedback.

Background:

- For many years Nicholson Road and Dekka Streets have been utilised to park vehicles by nearby but not local residents' who are not on bus routes, and who park and walk round to Clutha Ave and/or Dekka Street to the required bus. Equally At the most northern end the same applies for those catching trains.
- Therefore, between 7:45am – 6:00pm Mon - Fri the street is heavily congested, both sides of the road, this also applies to Dekka Street between Nicholson and Ganges Road, effectively creating one narrow staggered lane width wide resulting in regular gridlock blockages and heavy vehicles side swiping mirrors.
- Despite consultation in 2018 and residents' concerns and providing logical feedback, this was largely dismissed by the WCC other than the installation of some yellow lines. Ultimately the WCC and Metlink proceeded with the rerouting of the bus up Nicholson Road towards Johnsonville. The yellow lines all be the 6 metres of them has been ineffective and if anything at all moved the congestion and grid locking a few metres further up Nicholson Road.
- The current bus rerouting has exacerbated the above point ten-fold, across the entire day not to mention periods during School pick-ups and drop-offs and events within the Khandallah Village and Church's, where parking is typical scarce – all highlighted during previous consultation periods. Equally, during recycling and rubbish collection it is a nightmare.
- Since the new bus routes were implanted I, as have others, witnessed bus, truck, rubbish, and recycling drivers frustrations resulting in some choosing not to maneuver through the gridlocks but rather use the size of their vehicles as battering rams to force their way through, resulting in a) wing mirrors knocked off and fronts of cars being damaged and one ripped off entirely - legally parked cars, b) heated arguments with other motorists and/or c) end up in stalemate situations where no-one can move at all.

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Give Way sign and island Nicholson Road Clutha intersection: The right angle turn the buses are expected to make from Dekka Street south, right into Nicholson Road requires a 3-4 point turn 75% of the time (particularly the longer buses) not only creates its own grid locking chaos at a major, 4-way, intersection but has on at least 10 occasions resulted in the signage being knocked over and buses scratched or dented, and passengers scared and horrified.
- This only clearly determines the bus services on this section are always running late due to the issues raised above.

Ongoing Issues Irrespective of adding more yellow lines:

- Nicholson Road will have even fewer car parks but staggered congestion and grid locking will ultimately result in the issue starting a few metres further up the road
- Grid locking and single staggered lane congestion remains for 95% of Nicholson Road
- Give Way signage continues to be knocked down weekly

Logical Resolution:

The solution seems obvious to all, bar the WCC, and at no cost to the rate and/or tax payer nor inconvenience to the bus service. In fact, it will gain a) time table efficiencies, b) result in less bus, car, and signage damage and as well as c) alleviate vehicle damage and ongoing motorist frustrations.

Equally, it is important to note there are no bus stops on Nicholson Road from Clutha Avenue to Box Hill.....

Simply put, all buses travelling Dekka Street South, but ultimately heading North to e.g. Johnsonville, can simply continue down Clutha Avenue, (as they have always done so) once at the Clutha Avenue – Cockayne Road intersection make an easy right turn on to the Cockayne Road - Khandallah Road intersection and proceed northbound, easy.

Admittedly, some thought will still be required for Dekka Street from Nicholson Road to Ganges – being a current and legacy main arterial bus route.

Please, please apply some logic here as the current consultation alleviates nothing..... but requires a significant amount of rate and/or tax payer funding to a) move the congestion, gridlocking and bottleneck a little further up the road and b) investment in moving a traffic island and signage and adding additional yellow lines.

As an aside if you implement additional yellow lines, additional to those installed in 2018 where do you suggest the cars currently utilising said parking spots then park and is this going to hen create a further issue elsewhere which then requires a solution?? (If there is a public domain where these can be viewed please add this as I am aware this is a common view held by, not only, residents, motorists, bus passengers, but bus drivers too.

Officers Response:

Thank you for taking the time to provide your feedback on the traffic resolution "TR 60-19 Nicholson Road & Dekka Street, No Stopping At All Times" proposed by Wellington City Council. We have reviewed all the submissions received during the public consultation and decided to progress the project to the next phase and seek the approval from the City Strategy Committee. Residents who live near the intersection and are directly affected by the proposal have been provided with a copy of the plan and asked to provide feedback. Five residents came back in support of the proposal and just this one objection.

The main objective of this proposal is to ensure buses can travel through this intersection in a safe manner and cause minimum delay to other road users. We have forwarded your concern and suggestion regarding the suitability of the bus route to Greater Wellington Regional Council, which reviews and makes adjustment to bus routes. Thank you again for your valuable input in our traffic resolution process. Please feel free to get in touch should you require further clarifications.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Peter Connor
Suburb: Khandallah
Agree: Yes

I have a close view of the Nicholson Rd Dekka St corner from the front of my property. I applaud the proposal. The sign repair man has been a regular visitor since the creation of the 24 bus route with the very tight turn out of Dekka and in to Nicholson creating difficulties for the buses. The proposed change should assist with that. Could I suggest that the existing yellow line on the south side of Nicholson Rd also be extended to the stormwater grate. This would significantly assist sight lines of the drivers of the 25 bus turning from Clutha into the south side of Nicholson. If cars are parked between the corner and the stormwater grate the buses have almost to stop before proceeding up the rise on Nicholson Rd

Name: Vince Sue
Suburb: Khandallah
Agree: Yes

Support the proposed traffic resolution TR 60-19. Also suggest further no stopping at all times along Nicholson Rd North of the intersection outside our property to remove congestion and difficulty for buses to pass safely. Further, we suggest the no stopping at all times at the beginning of Torwood road is extended to improve the safety of the intersection. Large buses and cars park at the beginning of Torwood road creating a narrow entrance way to the road, making it hard to see cars exiting from the adjacent shared driveway for houses for 3A, 3B, 5, 7 and 9a and vice versa when exiting the shared driveway. Further, it dramatically increases the risk of being hit by vehicles entering Torwood road as we and visitors exit 2 Torwood Road. The parking is also regularly used by parents parking for drop off and pick up from the school up the road thereby increasing the risk to small children. Please consider extending the no parking lines as a matter of safety for all users of the road.

Name: Sarah McNeill
Suburb: Te Aro
Agree: Yes

Thank you for working with GWRC to address the difficulties bus drivers are experiencing in turning at the intersection of Nicholson Road and Dekka Street. Installing no stopping lines and reconfiguring the traffic islands will result in significant improvements for bus operations at this intersection.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR62-19**Location:** Durham Street, Aro Valley**Proposal:** No Stopping At All Times Parking Restriction**Information:** Council officers have received concerns over vehicles parking on Durham Street.

The road is particularly narrow and windy between 35 and 43 Durham Street, meaning if cars park all the way along this stretch, it is difficult for cars to pass each other and sight lines are restricted.

Site investigation has been undertaken to understand the concerns. It has been found that vehicles are currently parking on the northern side of Durham Street without leaving any gaps. With the current parking arrangement, there is no space for cars to safely pass each other for approximately 108 metres.

Council officers propose to install a No Stopping At All Times parking restriction on the north side of Durham Street, between 37 and 41 Durham Street.

Net parking loss: approximately 2.

The proposed no stopping restrictions are shown on the attached plan.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper. | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received, report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Durham Street	No Stopping, At All Times	North side, commencing 83.9 metres west of its intersection with Durham Crescent (Grid coordinates X= 1747755.317m, Y= 5426865.139m) and extending in a westerly direction following the northern kerbline for 10.0 metres.
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Durham Street	No Stopping, At All Times	North side, commencing 120.3 metres west of its intersection with Durham Crescent (Grid coordinates X= 1747755.317m, Y= 5426865.139m) and extending in a westerly direction following the northern kerbline for 10.0 metres.
----------------------	----------------------------------	--

Prepared By:	Claire Ashburn	(Intermediate Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	02/05/2019	

WCC Contact:

Lindsey Hill
Project Coordinator

Transport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Email: Lindsey.Hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Name: Annie Judkins
Suburb: Aro Valley
Agree: No

I wish to strongly contest the Council's Proposed Traffic Resolution on Durham Street. I am a relative "newbie" to Durham Street having only lived at 28 Durham Street for 22 years. Parking issues have evolved on Durham Street over the last 2 years. There are at least 10 houses who required "on street parking" in the region. However, your model for parking changes, I believe, are not appropriate. There are several outstanding issues:

1. Durham Street needs to have a 30km/hr limit, as do all the streets which come off Aro Street.
Repeatedly I have felt threatened by non-residents racing up our street - which is used by cyclists and young families.
Concerns about passing on Durham Street are magnified by non-resident drivers not understanding or keeping to appropriate speed limits.
2. I support the lower "No Parking Zone". This is the only "No Parking Zone" necessary for road safety.
3. I do not support the upper "No Parking Zone".
What has happened in the last 2 years is that a lot of non-resident drivers come and park on Durham Street so they do not have to pay parking costs, closer to the city and university.
I have personally been "hovered" by a stranger waiting to take my parking space when I left to drive to work in Porirua at 8 am.
4. The upper "No Parking Zone" will not make our street safer. It will instead make parking for residents even more difficult for residents.

Parking for residents of Durham Street is predominantly "on street", and certainly myself and my 2 next door neighbours, the first 3 houses built on Durham Street, have never had access to a car park, which is not "on street".

None of us, as long term residents wish to incur more costs based on parking, but we as a group now need to consider the best option. There are at least 7 houses at the point on Durham Street from 26-30 on the Right and 39-47 which depend on "on street parking".

Instead of the upper "No Parking Zone" it is probably time that 7 "Residents only" parking spaces be provided. This will vastly improve the safety on the street as Durham Street will no longer be a target for "city parkers"

Officers Response:

Thank you for taking the time to provide your valuable feedback on the traffic resolution "TR 62-19 Durham Street, No Stopping At All Times" proposed by Wellington City Council.

We have reviewed the feedback received during public consultation and have decided to continue with recommending these proposals to the City Strategy Committee.

We have investigated the concerns you have raised. Please find below our response:

- Adjusting the speed limit of the street.



Council's policy is to only consider and provide 30km/hr speed limits around suburban shopping areas, which does not apply in this case.

- Install residents parking.
This area is not within the existing residents parking zone, so this request would not meet the requirements for residents parking restrictions. It is possible that the current review of Councils parking policies could see further resident parking areas identified.
- It is Council's policy to provide passing bays, which in this case would be provided by Broken Yellow Lines, every 50 metres. This allows drivers to pull in to the kerb to allow passing traffic from the opposite direction. In this case, due to the limited sight distances and likelihood of the parking being fully utilised, these two locations of Broken Yellow Lines are required for safe passing opportunities. This reinforces the requirement for vehicle movement/passage to have a higher priority than parking.

Thank you again for your valuable input in our traffic resolution process. I hope the above response is helpful. Please feel free to get in touch should you require further clarification.

Name: John Macalister
Suburb: Aro Valley
Agree: No

As a resident, I have never experienced difficulty on this stretch of road although can imagine this might occasionally be a problem, particularly for large vehicles. I am, however, somewhat concerned at the loss of two parking spaces. My impression & experience is that there is often a lack of parking space on the street, exacerbated by casual users such as Airbnb guests. Apart from leaving the status quo, however, I am not sure I have a suggestion to offer. Applying a mix of resident & coupon parking areas is probably not the answer on a street like this, unless it were actively & very regularly policed.

Officers Response:

Thank you for taking the time to provide your valuable feedback on the traffic resolution "TR 62-19 Durham Street, No Stopping At All Times" proposed by Wellington City Council.

We have reviewed the feedback received during public consultation and have decided to continue with recommending these proposals to the City Strategy Committee.

We have investigated the concerns you have. Please find below our response:

- Install residents parking.
This area is not within the existing residents parking zone, so this request would not meet the requirements for residents parking restrictions. It is possible that the current review of Councils parking policies could see further resident parking areas identified.
- It is Council's policy to provide passing bays, which in this case would be provided by Broken Yellow Lines, every 50 metres. This allows drivers to pull in to the kerb to allow passing traffic from the opposite direction. In this case, due to the limited sight distances and likelihood of the parking being fully utilised, these two locations of Broken Yellow Lines are required for safe passing opportunities. This reinforces the requirement for vehicle movement/passage to have a higher priority than parking.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Thank you again for your valuable input in our traffic resolution process. I hope the above response is helpful. Please feel free to get in touch should you require further clarification.

Name: Alastair Smith
Suburb: Aro Valley
Agree: Yes

I'm a resident in this area, and agree with the proposal. However I do wonder if 15-23 Mortimer Terrace isn't a section that also needs some parking restrictions - large vehicles occasionally get stuck there. On the other hand the narrow roadway encourages cautious driving!

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR63-19**Location:** Malvern Road, Ngauranga**Proposal:** No Stopping At All Times Parking Restriction**Information:** Council officers have received concerns over vehicles parking on Malvern Road.

The road is particularly narrow, meaning if cars park all the way along it, it is difficult for cars to pass each other and sight lines are restricted.

Site investigation has been undertaken to understand the concerns. It has been found that vehicles are currently parking on the eastern side of Malvern Road without leaving any gaps. With the current parking arrangement, there is no space for cars to safely pass each other for approximately 100 metres.

Council officers propose to install No Stopping At All Times parking restrictions on both sides of Malvern Road, on the two curves to improve sight distances and to allow vehicles to pass each other as needed.

Net parking loss: 4.

The proposed no stopping restrictions are shown on the attached plan.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper. | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received, report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Malvern Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 201.1 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 12.2 metres.</i>
Malvern Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 201.1 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 12.2 metres.</i>
Malvern Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 244.7 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 14.7 metres.</i>
Malvern Road	<i>No Stopping, At All Times</i>	<i>East side, commencing 244.7 metres northeast of its intersection with Ngauranga Gorge Road (Grid coordinates X= 1752015m, Y= 5432653m) and extending in a southerly direction following the western kerbline for 14.7 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford **(Principal Traffic Engineer)**
Approved By: Steve Spence **(Chief Transport Advisor)**
Date: 07/06/2019

No Feedback Received

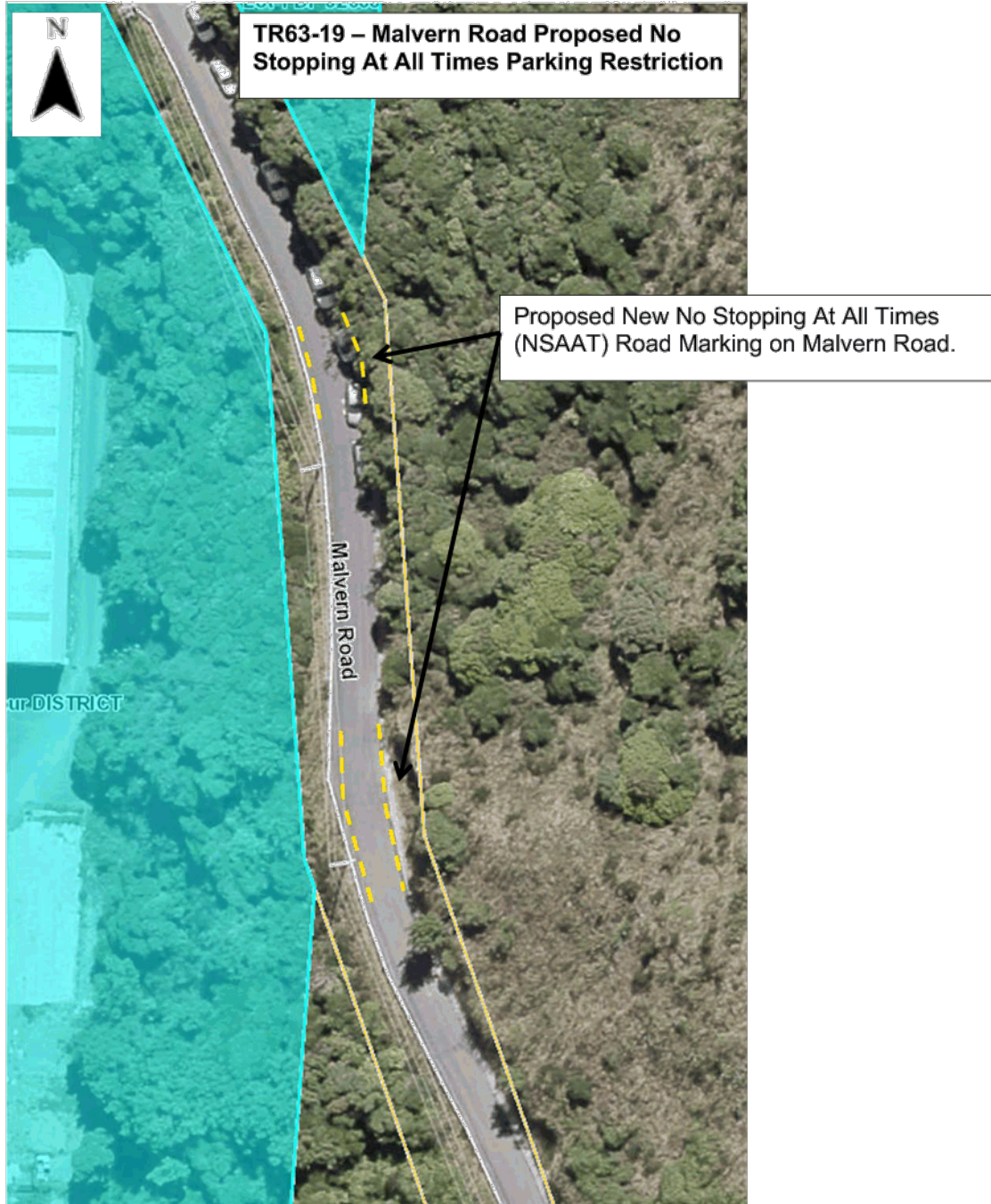
WCC Contact:

Lindsey Hill
Project Coordinator

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Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Email: Lindsey.Hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 64 – 19**Location:** Dragon Street, Grenada North**Proposal:** Time Limited Parking P10 (6am – 3pm, Monday - Friday)**Information:** Wellington City Council has received a request from the business located at 5 Dragon Street (Harbour City Caterers) to investigate the possibility of converting the parking spaces directly in front of their business to P10 time-restricted parking spaces.

There are currently no parking restrictions on the street, meaning that commuters park outside the business for extended periods of time. Adding short-term time restriction to the space in front of 5 Dragon Street will provide the customers with convenience during their pick-up and drop-off activities to all the businesses in the area, especially when other spaces on the street are full.

Site investigations have been undertaken to understand the concerns.

The business opening hours are Monday to Friday, 6am to 3pm. Council officers therefore proposed a time restriction of P10 (6am-3pm, Monday to Friday) to improve the parking experience for short term customers on Dragon Street.

Net parking loss: 0 – To be used only for short term parking – Unrestricted at other times.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule A (Time Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Dragon Street	<i>P10, 6:00am-3:00pm, Monday to Friday</i>	<i>North side, commencing 55.0 metres north of its intersection with Jamaica Drive (Grid coordinates x= 1754163.231m, y= 5439286.185m), extending in an easterly direction following the northern kerbline for 11 metres (2 parallel car parks)</i>

Prepared By: Claire Ashburn
Approved By: Steve Spence
Date: 07/06/2019

(Intermediate Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

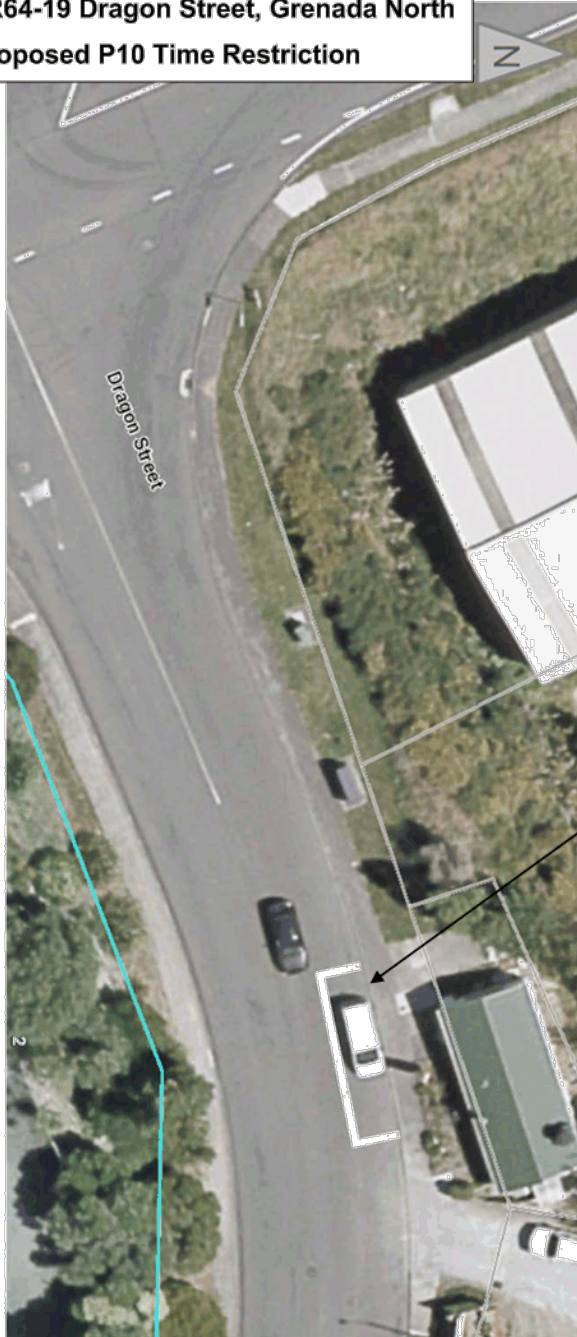
Lindsey Hill
Project Coordinator

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Email: Lindsey.Hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:

TR64-19 Dragon Street, Grenada North
Proposed P10 Time Restriction



Add P10 (6am – 3pm, Monday - Friday) time restriction outside 5 Dragon Street (2 spaces)

P10 (6am – 3pm, Monday - Friday) signs to be installed. Details of the signage to be provided through a Work Instruction once the Traffic Resolution has been approved.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback Received:

Name: Viv Bould
Suburb: Grenada North
Agree: Yes

To enable trucks to pull in and park at this Food Shop it would be more convenient to have more room for parked cars. I believe 4 car parking spaces would be better.

Officers Response:

Thank you for taking the time to provide your valuable feedback on the traffic resolution "TR 64-19 Dragon Street, P10, 6am – 3pm, Monday - Friday" proposed by Wellington City Council.

We have reviewed all the feedback received during public consultation and will be going ahead with progressing the project to the design and implementation phases.

In regards to your request to extend the space to 4 car parking spaces, we do not make extensions to plans that are put through this process. We will monitor the area and make changes as required.

Thank you again for your valuable input in our traffic resolution process. I hope the above response helps address your concerns. Please feel free to get in touch should you require further clarification.

Name: Marc Paynter
Suburb: Whitby
Agree: No

Normally parking restrictions begin at 8.00am, except clearways. I would support this if the time was 8am-3pm. This is to avoid people accidentally parking and being ticketed for not thinking that the parking restriction applies.

Officers Response:

Thank you for taking the time to provide your valuable feedback on the traffic resolution "TR 64-19 Dragon Street, P10, 6am – 3pm, Monday - Friday" proposed by Wellington City Council.

We have reviewed all the feedback received during public consultation and we have decided to go ahead and recommend approval at the City Strategy Committee.

We have investigated the concern you have. Please find below our response:

- Adjusting the time of the restriction.

We have reviewed the need to have the restriction in place from 6am. As mentioned in the consultation documents, this is the time that the dairy operates from. As this is an industrial area, it is seen as appropriate to have the parking restriction operating from the time of opening.



Thank you again for your valuable input in our traffic resolution process. I hope the above response helps address your concerns. Please feel free to get in touch should you require further clarification.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR66-19
- Location:** Lawrence Street, Newtown
- Proposal:** No Stopping At All Times Parking Restriction
- Information:** Council officers have received concerns over vehicles parking on Lawrence Street.

Due to the width of the road and that it is a dead end, cars have been parking at an angle. There are currently no parking lines to show where and how cars should be parking, meaning that sometimes they parallel park and sometimes they angle park.

Site investigation has been undertaken to understand the concerns. It has been found that vehicles are currently parking at approximately 60 degrees on the northern side of Lawrence Street and parallel to the kerb on the southern side of the street. With the current parking arrangement, the entrance to the distribution substation and the driveway at the eastern end of the cul-de-sac is often blocked.

Council officers propose to mark out where it is safe for cars to park and to install No Stopping At All Times parking restriction in front of the distribution substation and the driveway adjacent to it on Lawrence Street.

Net parking loss: 0 – Marking out the bays to indicate where cars should be parked and the no stopping restrictions allow for improved manoeuvring at the end of the cul-de-sac and improved sight-lines at the intersection with Owen Street.

The proposed no stopping restrictions and angled parking bays are shown on the attached plan.

Key Dates:

- 1) Advertisement in the Dominion Post Newspaper. 7 May 2019
- 2) Feedback period closes. 24 May 2019
- 3) If no objections received, report sent to City Strategy Committee for approval. 20 June 2019
- 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

Lawrence Street	No Stopping, At All Times	North side, commencing from its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly direction following the northern kerbline for 8.9 metres.
Lawrence Street	No Stopping, At All Times	South side, commencing 26.7 metres east of its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly then northerly direction following the southern then eastern kerbline for 23.6 metres.
Lawrence Street	Angled parking	North side, commencing 8.9 metres east of its intersection with Owen Street (Grid coordinates X= 1749453.01m, Y= 5424557.07m) and extending in an easterly direction following the northern kerbline for 30.5 metres. (approximately 11 parking bays).

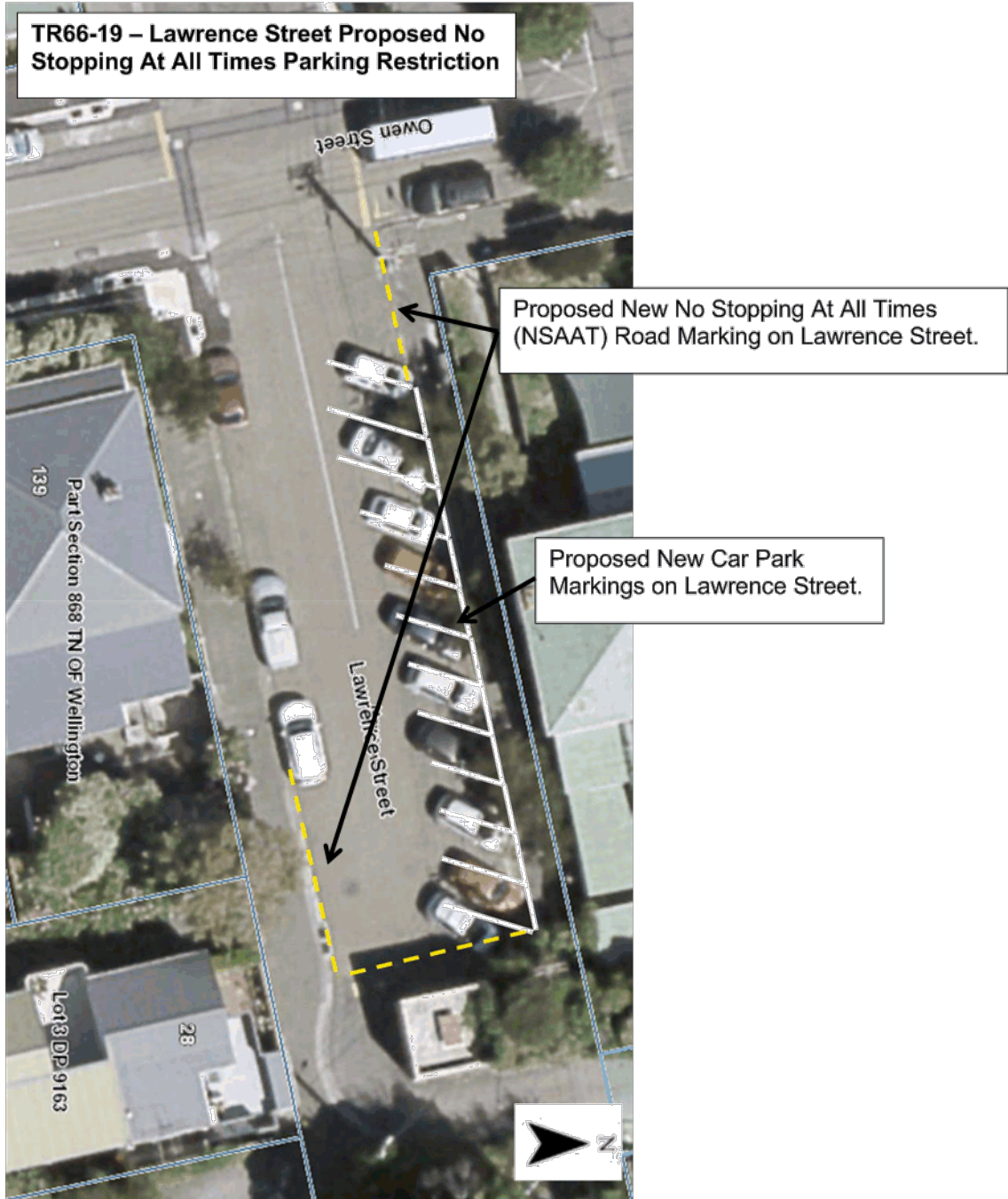
Prepared By:	Charles Kingsford	(Principal Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	07/06/2019	

WCC Contact:Lindsey Hill
Project CoordinatorTransport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Email: Lindsey.Hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:





Feedback received:

Name: Patrick Morgan
Suburb: Te Aro
Agree: Yes

Parking here needs tidying up and proper marking to prevent access from being blocked.

Name: J Harris
Suburb: Wellington
Agree: Yes

Good, will make use of space more efficient. Can council please also maintain walking track up road reserve to Coromandel St.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 67 – 19
- Location:** Palliser Road, Roseneath
- Proposal:** No Stopping At All Times Parking Restriction
- Information:** Council officers have received concerns over vehicles parking on Palliser Road.

The road is narrow and often cars park the entire length of the east side of Palliser Road between its intersection with Grafton Road and 1A Palliser Road. The length of this stretch of road is approximately 111 metres. When the entire length is taken by parked cars, there is no space for cars to pass each other.

Therefore, Council officers propose to install No Stopping At All Times parking restriction on this section of Palliser Road to provide a gap for vehicles to pull over and pass each other.

Net parking loss: approximately 1.

The proposed no stopping restrictions are shown on the attached plan.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Palliser Road	No Stopping, At All Times	East side, commencing at its intersection with Grafton Road (Grid coordinates x= 1750751.67m, y= 5427255.98m), extending in a southerly direction following the eastern kerb-line for 6 metres.
Palliser Road	No Stopping, At All Times	East side, commencing 72.1 metres south of its intersection with Grafton Road (Grid coordinates x= 1750751.67m, y= 5427255.98m), extending in a southerly direction following the eastern kerb-line for 8.0 metres.

Prepared By: Charles Kingsford**(Principal Traffic Engineer)****Approved By:** Steve Spence**(Chief Transport Advisor)****Date:** 07/06/2019**WCC Contact:**Lindsey Hill
Project CoordinatorTransport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Email: Lindsey.Hill@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:

TR67-19 Palliser Road, Roseneath
Proposed No Stopping At All Times Parking Restriction



FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback received:**

Name: Don Bagnall
Suburb: Not known
Agree: Not stated

The western section of Palliser Road through the Town Belt also has parking problems. Drivers are now parking on opposite sides of the road for some distance above the first bend east from Bay View Terrace. To make matters worse, drivers have recently begun parking on both sides of the road above the next bend up the hill except around the bend itself where there are currently cone markers. It must be particularly difficult for buses as drivers wait for downhill traffic to clear hoping there is no further cars on the way down.

A black SUV collided with a bus earlier this year on the corner of the first bend up from Bay View Terrace and it would be desirable to extend the no parking line one car length towards the Terrace so that drivers can move to the kerb before the bend.

Commuter traffic from the eastern suburbs down Palliser road from Alexandra Road and Graton Road routes has increased significantly over the past year.

Officers Response:

Thank you for taking the time to provide your valuable feedback on the traffic resolution "TR 67-19 Palliser Road, No Stopping At All Times" proposed by Wellington City Council.

We have reviewed all the feedback received during public consultation and we have decided that we will not be making changes to the proposals prior to recommendations the proposals to the City Strategy Committee.

In terms of the other issues in the area that you have highlighted, these are separate to the issue this traffic resolution is aiming to resolve. Council is very selectively proposing No Stopping At All Times restrictions in these discrete areas to address road safety concerns that have been raised.. If you could provide us with specific locations where they may be required, we can investigate further.

Thank you again for your valuable input in our traffic resolution process. I hope the above response helps address your concerns. Please feel free to get in touch should you require further clarification.

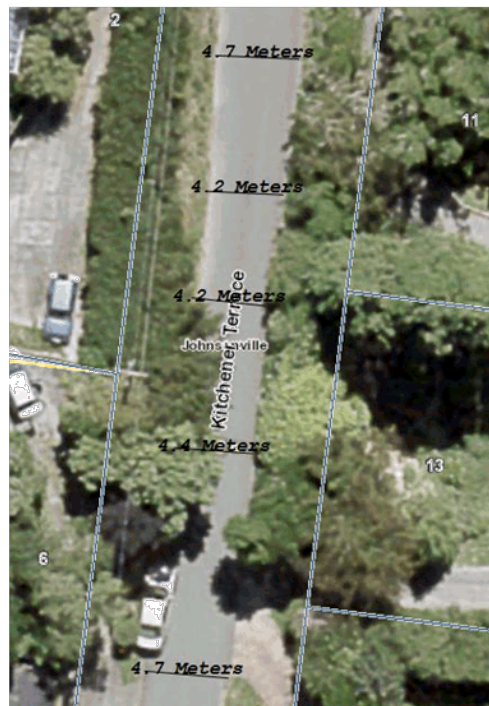
Name: Linda Beatson
Suburb: Mount Cook
Agree: Yes

As officers have pointed out, the results of parking surveys suggest that the vehicles parked on this section of road appear to be commuter vehicles.

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR68-19
- Location:** Kitchener Terrace, Johnsonville
- Proposal:** No Stopping At All Times Parking Restriction
- Information:** Council officers have received concerns over vehicles parking on Kitchener Terrace.

Kitchener Terrace is a narrow road all the way along its length, however outside numbers 11 and 13, the road gets particularly narrow, with no verge space to pull onto to facilitate passing a vehicle coming from the other direction or for cars to park. At this section of road, the carriageway narrows to approximately 4.2m as indicated below.



Site investigations have been undertaken to understand the concerns. It has been found that when a car is parked on this small stretch of road, it is difficult for another vehicle to pass.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Council officers propose to install No Stopping At All Times parking restriction on both sides of this section of road to ensure that vehicles can access the remainder of the street.

Net parking loss: 0 – cars should not be parking in this area as they are blocking the road

The proposed no stopping restrictions are shown on the attached plan.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper. | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received, report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

<i>Kitchener Terrace</i>	<i>No Stopping, At All Times</i>	<i>West side, commencing 108.4 metres from its intersection with Tarawera Road (Grid coordinates X= 1751284.29m, Y= 5433948.10m) and extending in a southerly direction following the western kerbline for 16.8 metres.</i>
<i>Kitchener Terrace</i>	<i>No Stopping, At All Times</i>	<i>East side, commencing 108.4 metres east of its intersection with Tarawera Road (Grid coordinates X= 1751284.29m, Y= 5433948.10m) and extending in a southerly direction following the eastern kerbline for 16.8 metres.</i>

Prepared By:	Charles Kingsford	(Principal Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	07/06/2019	

No Feedback Received

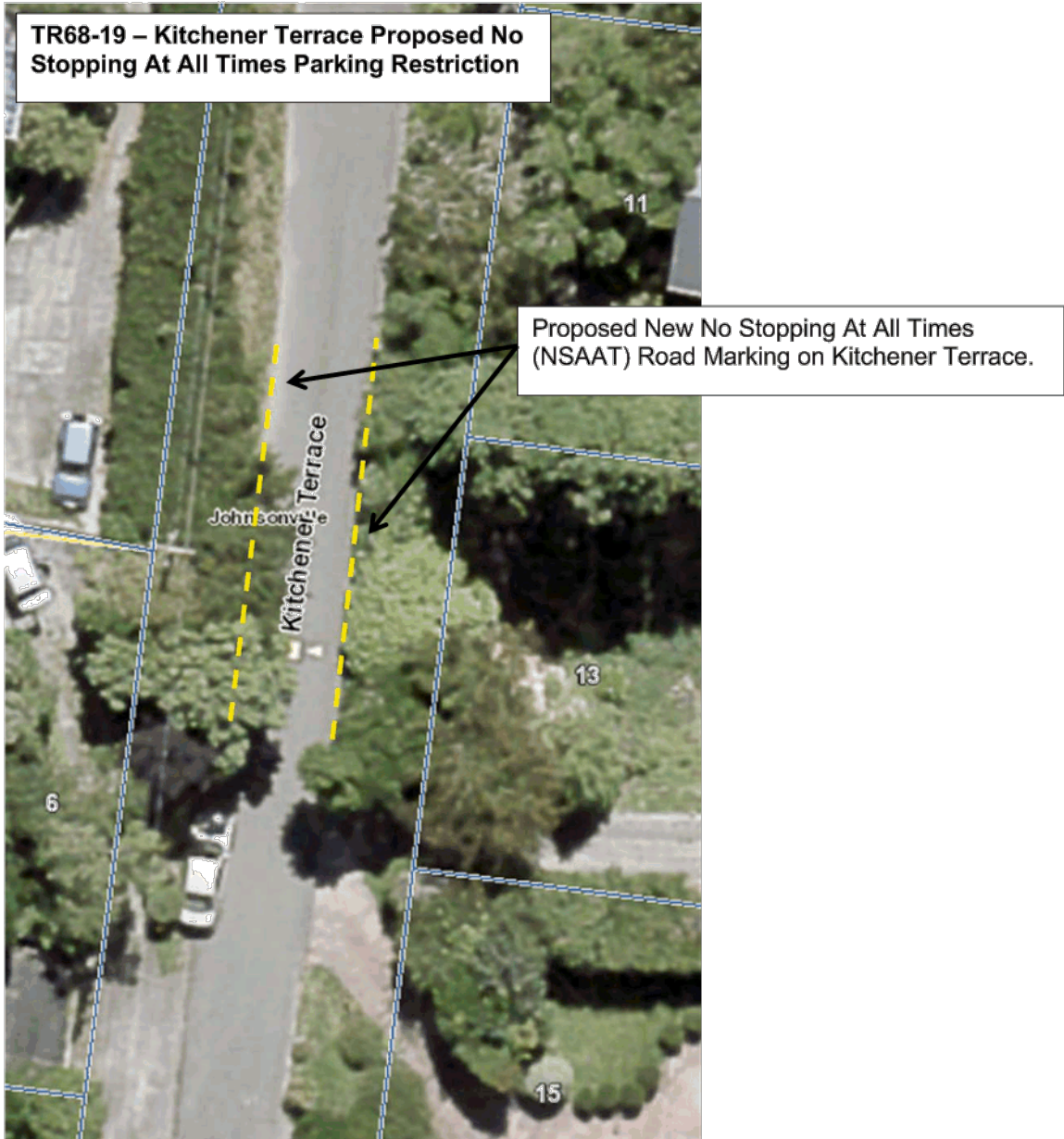
WCC Contact:

Lindsey Hill
Project Coordinator

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PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 69 – 19

Location: Bond Street, Wellington Central

Proposal: Time Restriction Change on An Existing Electric Vehicle Charging Station, P120 Maximum, At All Times

Information: Wellington City Council (WCC) is seeking to promote both electric vehicle (EV) charging and car sharing to improve the greenhouse emissions of the city through travel demand management and shifting to non-fossil fuels. By making parking bays available free to both car share providers and offering support for electric vehicle charging infrastructure providers, Wellington City Council aims to enhance sustainable outcomes for the city and improve the transport mix.

Throughout 2017 and 2018, WCC introduced over 70 electric vehicle charging stations and car share parking sites. As part of the Traffic Resolution TR 70-17, a 6.0-metre long loading zone on Bond Street was converted to a parking space exclusively for electric vehicles that require charging. A slow charger was installed instead of the fast charger initially planned for this site. After monitoring the usage and considering the feedback received from the community since the installation of this EV charging station, the officers at WCC are proposing to extend the length of stay that is allowed at this EV charging station.

This traffic resolution report seeks to change the time restriction of the parking space from P30 maximum to P120 maximum to allow for better utilisation of the slow charger. The parking restriction will still be metered.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Delete from Schedule B (Class Restricted) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Bond Street	<i>Parking place in the form of electric vehicles only parking. P30 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Northeast side, following the kerbline 16.5 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 6.0 metres.</i>

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

Column One	Column Two	Column Three
Bond Street	<i>Parking place in the form of electric vehicles only parking. P120 Maximum, at all times. Metered Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00am - 6:00pm.</i>	<i>Northeast side, following the kerbline 16.5 metres southeast of its intersection with Victoria Street (Grid Coordinates X=2658736.539302 m, Y=5989301.651506 m) and extending in a south-easterly direction for 6.0 metres.</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Charles Kingsford

(Principal Transport Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

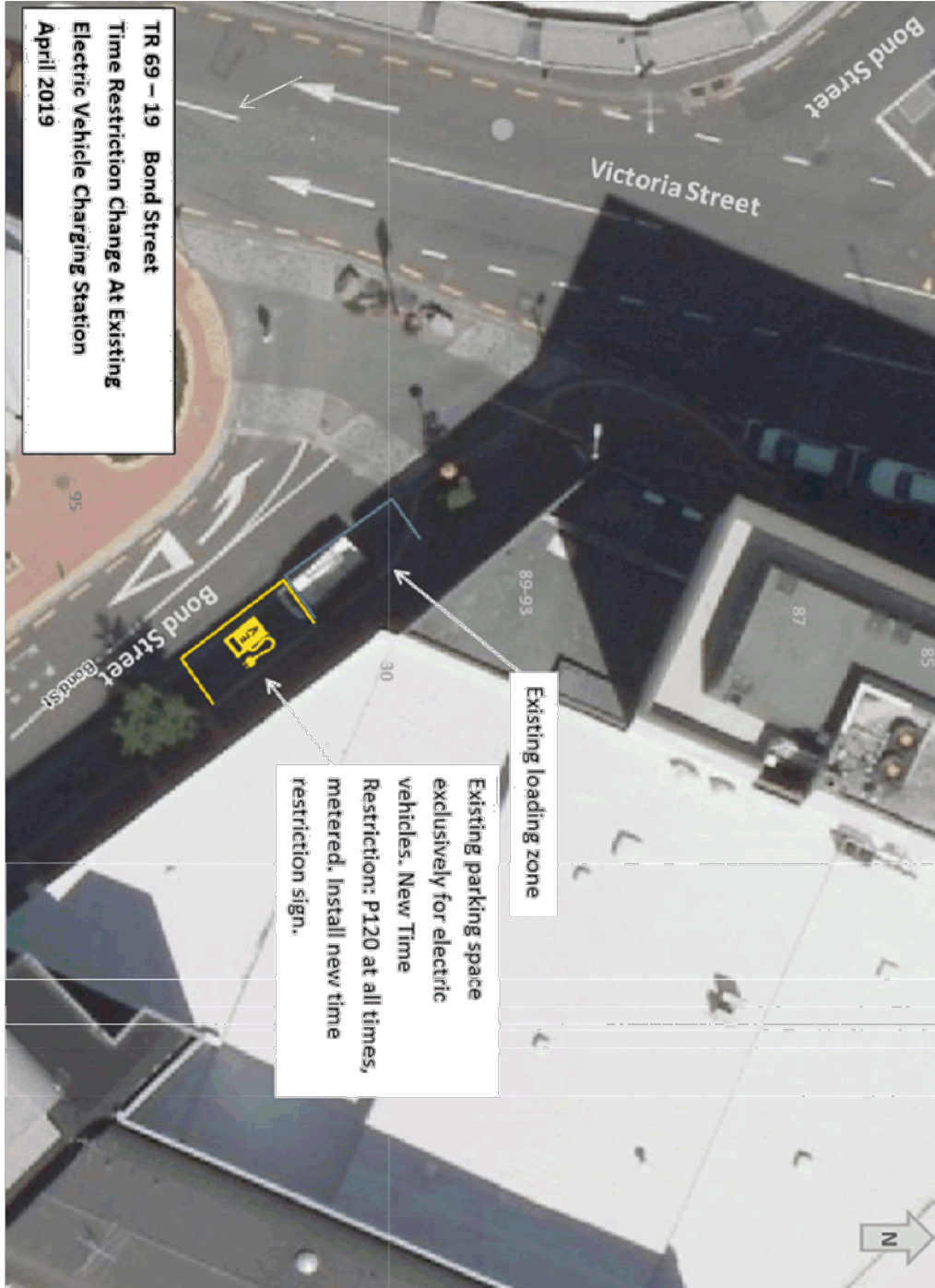
Date: 07/06/2019

WCC Contact:

Tom Pettit
Sustainability Manager
Wellington City Council
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Wellington 6140
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Email: tom.pettit@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Name: Andrew Bartlett
Suburb: Kilbirnie
Agree: Yes

This seems like a very reasonable proposal.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 70-19**Location:** Yule Street - Kilbirnie**Proposal:** Removal of mobility park**Information:** Council officers received a request from the new owners of 4 Yule Street to remove the existing on-street mobility park outside their property.

The previous owner has vacated the place and the current owners have approved plans of converting this section into a driveway access.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Yule Street	<i>No stopping except for vehicles displaying an operation mobility card, Monday to Friday, 9:00am-5:00pm</i>	<i>West side, following the kerbline 163.5 metres north of its intersection with Coutts Street (Grid Coordinates X=2658684.89234 m, Y=5988364.924933 m) and extending in a northerly direction for 6.5 metres.</i>

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 07/06/2019

(Area Traffic Engineer)
(Chief Transport Advisor)

No Feedback Received

WCC Contact:

Orencio Gueco
Area Traffic Engineer
Networks - Transport and Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8287
Email: orencio.gueco@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 71-19

Location: Upland Road Kelburn

Proposal: Mobility park, authorised mobility permit holders only
Monday-Friday 8:00am-9:00am and 2:30pm-3:30pm
During School Terms Only

Revised P10 time restriction, Monday-Friday
8:00am-9:00am and 2:30pm-3:30pm
During School Terms Only

Information: Council officers received a request from the Principal of Kelburn Normal School to consider a mobility park near the entrance to the school premises. They advised officers of a student's physical condition requiring a nearby mobility park facility.

On-site discussion allowed the opportunity to incorporate the mobility park as part of a carriageway widening improvement scheme planned along this section of Upland Road.

Currently, through vehicle movement on Upland Road between Kowhai Road and Boundary Road is restricted when cars are parked on both sides of the road. Widening Upland Road on the eastern side will facilitate safer vehicle movement and assist during school drop-off / pickup times.

On Upland Road, at the eastern corner south of Kowhai Road, no stopping lines will be extended. This is to provide better visibility when using the pedestrian crossing near Kowhai Road.

Net parking loss : 1 space

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Upland Road	No stopping at all times	North side, commencing from its intersection with Boundary Road and extending in an easterly direction following the northern kerbline for 14 metres

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

Column One	Column Two	Column Three
Upland Road	Bus Stop, at all times	North side, commencing 58.5 metres west of its intersection with Kowhai Road and extending in a westerly direction following the northern kerbline for 13.5 metres

Delete from Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Upland Road	P10, Monday to Friday, 8:00am-9:00am, 2:30pm-3:30pm	East side, commencing 6 metres north of its intersection with Kowhai Road and extending in a northerly direction following the western kerbline for 51 metres.

Delete from Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Upland Road	No stopping at all times	East side, commencing from its intersection with Kowhai Road and extending in a southerly direction following the northern kerbline for 14 metres

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Upland Road	No stopping at all times	East side, commencing from its intersection with Boundary Road (Grid coordinates $x=1,747,437.20m$, $y=5,427,895.44m$) and extending in a south-easterly direction following the eastern kerbline for 7.5 metres

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

Column One	Column Two	Column Three
Upland Road	Bus Stop, at all times	East side, commencing 7.5 metres from its intersection with Boundary Road (Grid coordinates $x=1,747,437.20m$, $y=5,427,895.44m$) and extending in a south-easterly direction following the eastern kerbline for 15.0 metres

Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Upland Road	No stopping at all times	East side, commencing 22.5 metres from its intersection with Boundary Road (Grid coordinates $x=1,747,437.20m$, $y=5,427,895.44m$) and extending in a south-easterly direction following the eastern kerbline for 6.0 metres

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke*Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Upland Road	<i>P10, Monday to Friday, 8:00am-9:00am, 2:30pm- 3:30pm</i>	<i>East side, commencing 28.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 21.0 metres</i>

Add to Schedule B (Restricted Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Upland Road	<i>No stopping except for vehicles displaying an operation mobility card, Monday-Friday 8:00am-9:00am and 2:30pm-3:30pm During School Terms Only</i>	<i>East side, commencing 49.5 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 9.5 metres.</i>

Add to Schedule A (Time Limited Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Upland Road	<i>P10, Monday to Friday, 8:00am-9:00am, 2:30pm- 3:30pm</i>	<i>East side, commencing 59.0 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 12.0 metres</i>

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Upland Road	No stopping at all times	East side, commencing 71.0 metres from its intersection with Boundary Road (Grid coordinates x=1,747,437.20m, y=5,427,895.44m) and extending in a south-easterly direction following the eastern kerbline for 9.5 metres to its intersection with Kowhai Road.

Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Upland Road	No stopping at all times	East side, commencing from its intersection with Kowhai Road (Grid coordinates x=1,747,479.214m, y=5,427,812.4346 m) and extending in a south-easterly direction following the eastern kerbline for 6.0 metres

Add to Schedule D (No Stopping Restriction) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Upland Road	No stopping at all times	East side, commencing 9.0 metres from its intersection with Kowhai Road (Grid coordinates x=1,747,479.214m, y=5,427,812.4346 m) and extending in a south-easterly direction following the eastern kerbline for 12.5 metres

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 07/06/19

(Area Traffic Engineer)
(Chief Transport Advisor)

WCC Contact:

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Area Traffic Engineer
Networks - Transport and Infrastructure
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Phone: +64 4 803 8287
Email: orencio.gueco@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



**PRELIMINARY ONLY
NOT FOR CONSTRUCTION**

DATE: 13/06/2019
SCALE: 1:500
PROJECT: UPLAND ROAD
SHEET: 2 OF 2

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

**UPLAND ROAD
KELBURN**

CONCEPT PLAN
Sheet 2 of 2

calbre

711484 P01402 B

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Name: Norman Miller
Suburb: Kelburn
Agree: No

This seems to be prompted by one student's circumstances. The cost and scale of the exercise seems to be completely over the top. Surely it must be possible to accommodate the student without going to these lengths. I am getting fed up with the wastage of ratepayer's money. In the circumstances please treat this as an objection.

Officers Response:

Thank you for your feedback. I have discussed your comments with my colleagues. The carriageway improvement scheme along this section of Upland Road was already planned prior to the request of the mobility park. It will have proceeded with or without the request. WCC officers took the opportunity to incorporate the mobility park into the overall plan to avoid making alterations after the road widening is completed. I am therefore recommending the proposal goes ahead and be presented to Council for approval.

Name: Sarah McNeill GWRC
Suburb: Kelburn
Agree: Yes

In order for buses to efficiently and safely maneuver in and out of bus stop, and to make it easier for people to get on and off the bus by having the bus near to the kerb, bus stop areas need to have sufficient space and be laid out well. Good practice means bus boxes at stops need to be at least 15m in length and have adequate entry and exit tapers, generally each being 9m. GWRC therefore supports the installation of a mobility park in Upland Road as this parking restriction also includes bus stop lay out improvements with the inclusion of an exit taper at bus stop 4918. As changes are being made in this area we request that entry and exit tapers are also installed at stop 5918 on the opposite side of the road to enable buses better access this stop. Currently without entry/exit tapers buses using this stop are unable to pull in flush to the kerb and are blocking the road.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR73-19
- Location:** Cuba Street - Wellington Central
- Proposal:** Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum
- Information:** The closures of the Michael Fowler and Central Library parking facilities have removed several mobility parking spaces in the vicinity.
- WCC officers have identified several locations to alleviate the impact of the loss of mobility spaces.
- One location is on the Cuba Street Shared Zone near the Michael Fowler Centre. Currently, there is one mobility park in the vicinity with the opportunity to add another one.
- It is proposed to convert a standard metered park to a P120 metered mobility park.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 26 metres southwest of its intersection with Wakefield Street, and extending in a south-westerly direction for 30 metres (5 parallel parking spaces).

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

Column One	Column Two	Column Three
Cuba Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 93 metres northeast of its intersection with Manners Street (<i>Grid Coordinates X= 1,748,785.3726 m, Y= 5,427,392.9127 m</i>), and extending in a north easterly direction for 6 metres (1 parallel mobility park).

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

Column One	Column Two	Column Three
Cuba Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	East side, commencing 99 metres northeast of its intersection with Manners Street (<i>Grid Coordinates X= 1,748,785.3726 m, Y= 5,427,392.9127 m</i>), and extending in a north easterly direction for 24 metres. (4 parallel parking spaces).

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 07/06/2019

**(Area Traffic Engineer)
(Chief Transport Advisor)**

WCC Contact:
Orencio Gueco
Area Traffic Engineer
Transport and Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8287
Email: orencio.gueco@wcc.govt.nz



Feedback received:

Name: Linda Beatson
Suburb: Mount Cook
Agree: Yes

Provision of sufficient mobility parking in the city is imperative to allow people with mobility issues to be able to access services and facilities in the city.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 74 – 19

Location: Box Hill - Khandallah

Proposal: No Stopping At All Times

Information: Council Officers have received requests to address sight lines when exiting the shared driveway to 1/33 – 11/33 Box Hill. There is a considerable volume of vehicles using this driveway. The crest on Boxhill to the north also makes it difficult exiting the driveway with the sightlines available. The removal of any parked cars on the eastern side of Boxhill to the north of the driveway will make a considerable road safety improvement.

Therefore, officers recommend installing 28m of broken yellow lines leading to up towards 33A Box Hill to assist with visibility and safe egress.

Net parking loss: 1-2 parks. (observed)

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Remove from Schedule D (No Stopping) of the Traffic Restrictions Schedule*

Box Hill	<i>No Stopping, At All Times.</i>	<i>East side, commencing 148 metres east of its intersection with Nicholson Road and extending in a northerly direction following the eastern kerb line for 35 metres.</i>
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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Box Hill	<i>No Stopping, At All Times.</i>	<i>East side, commencing 127 metres north of its intersection with Nicholson Road (Grid Coordinates X= 1,749,972.4774 m, Y= 5,432,401.1874 m) and extending in a northerly direction following the eastern kerb line for 89.5 metres.</i>
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Prepared By: Harry King
Approved By: Steve Spence
Date: 11/06/2019

(Traffic Engineer Assistant)
(Chief Transport Advisor)

WCC Contact:

Harry King
 Traffic Engineer Assistant
 Transport & Infrastructure
 Wellington City Council
 101 Wakefield Street / PO Box 2199,
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 Phone: +64 21 896 022
 Email: harry.king@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback received:**

Name: Gaylia Powell
Suburb: Khandallah
Agree: Yes

I do not need to speak unless you would like me too, but would be happy to do so. I have lived here since 2002 and know well the risks of the current arrangement. I am very grateful for your consideration and proposal. I have provided information about the issue over the last few years, with photographs, and can provide that if you don't already have it. The problem is that when a vehicle, particularly a large vehicle, is parked close to the exit from Boxhill Close, we have no visibility of vehicles or bicycles coming over the hill. This is the case whether we want to cross the road and turn uphill, or turn downhill. The road is getting busier all the time, and the lack of visibility is quite scary. A four car nose-to-tail collision right there recently showed that cars coming over the brow do not have much time to spot trouble and stop.

Name: Jane Hill
Suburb: Khandallah
Agree: Yes

For residents, church goers and Carers of children leaving either of the egress points, the "no stopping" is important. Too often parked vans and large cars make it risky. I have seen several near accidents. I fully support this proposal.

Name: Michelle O'Hara
Suburb: Khandallah
Agree: Yes

Fully support this. I am a resident in Box Hill Close and have impaired line of site if there are vehicles parked up to the driveway exit. Often have to turn left and find somewhere to turn around rather than being able to turn right out of the driveway. So yellow lines welcomed for safety.

Name: Kevin Sloan
Suburb: Khandallah
Agree: Yes

Will allow vehicles to exit St Barnabas Church and Box Hill Close safely.

Name: Sue Creese
Suburb: Khandallah
Agree: Yes

Yes - Excellent move. This change will make it much safer pulling out of the Boxhill Close drive way as traffic comes over the crest of Boxhill fairly fast. Also when pulling into the driveway - we can temporary pull over into the non park area, wait for the traffic to clear behind, then pull out and make the turn into the Close drive way.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Guest User
Suburb: Unknown
Agree: Yes

We support this change. As well as improving sight lines, it will remove a pinch point from vehicles parking in the narrow shoulder of this busy road.

Name: John Collins
Suburb: Khandallah
Agree: No

The availability of parking around the Clark Street/Box Hill area is increasingly under pressure with the Khandallah School, St Barnabas Church and housing infill traffic. I am also aware that Metlink is proposing to install a new bus stop pair in the area which, if approved as it stands, will remove between 8 and 9 car parking spaces and this would create even more significant issues around parking availability. I have checked out the area that is proposed for this 26m extension of broken yellow lines and it is apparent that Box Hill is at its widest at the northern end of this extension and significantly narrows at the southern end - and this is apparent from the supplied plan also. It is suggested that the yellow lining is a good idea at the southern end of this strip but that the northern end (about half of the proposed length) could remain as being available for parking without compromising safety aspects.

Officers Response:

Thank you for your feedback. We understand your concern about losing parking as it is in high demand, especially with the school nearby. However we are prioritising the safety of vehicles exiting this relatively high use shared driveway over than parking.

Name: James Burgess for Cycle Aware
Suburb: Te Aro
Agree: Yes

We support - removes a pinch point.

Name: Bev and Don Ryder
Suburb: Khandallah
Agree: Not Stated

We live at No 28 Box Hill which is near the crest of the hill on the Northern side and have great problems with people (especially at school drop off and pick up times) parking and encroaching over our fairly narrow entrance making it difficult and dangerous to try and get out. Sometimes we can't get out and have to drive over the neighbours lawn and out their driveway. I know these neighbours next to us on the corner of Box Hill and Woodmancote Road - Bev and Mike McHalick - have previously approached the council and were assured it would be addressed (she was even shown a plan with the yellow markings in place) but this has never been followed through. Their drive is also located on Box Hill although their address is 1 Woodmancote Road. We would please request that this also looked into as we take our life in hands when making a dash when exiting between the illegally parked cars overlapping our driveway and making it virtually impossible to see cars coming over the crest of the hill until you are out on the road way. It is not the easiest of driveways to get out at the best of times as cars pop over the crest at reasonable speed. This is a real safety concern and would appreciate your consideration.



Officers Response:

Thank you for your feedback. We will investigate the concerns that you have raised regarding access and egress from your driveway with limited visibility.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 75 – 19
- Location:** Clark Street - Khandallah
- Proposal:** No Stopping At All Times
- Information:** Council Officers have received requests to assist with vehicle movements along Clark Street. Due to the volume of opposing vehicles during school peak times, Officers recommend installing 11m of broken yellow lines over the shared driveway of properties 11 to 15 Clark Street. This will enable cars to pull into this area, and therefore allow cars to move more freely from the off street carpark associated with Khandallah School. The no stopping extends a short distance beyond each driveway to facilitate the pull-in area.
- Net parking loss: nil

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

Clark Street	<i>No Stopping, At All Times.</i>	<i>West side, commencing 39 metres north west of its intersection with Simla Crescent (Grid Coordinates X= 1,749,953.5957 m, Y= 5,432,560.9675 m) and extending in a north westerly direction following the western kerb line for 11 metres.</i>
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Prepared By: Harry King
Approved By: Steve Spence
Date: 07/06/2019

(Traffic Engineer Assistant)
(Chief Transport Advisor)

WCC Contact:

Harry King
 Traffic Engineer Assistant
 Transport & Infrastructure
 Wellington City Council
 101 Wakefield Street / PO Box 2199,
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 Phone: +64 21 896 022
 Email: harry.king@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback received:****Name:** Anthony Taylor
Suburb: Khandallah
Agree: Yes

We support this proposal and would think this is a minimum for the traffic flow issues that are present. We would benefit from other parks along this south side of the street being time restricted with no parking at school drop off and pickup times. Outside these times parking would be possible.

Name: John Collins
Suburb: Khandallah
Agree: Yes

I live on Box Hill immediately across from the start of Clark Street. Having a direct line of site from our front gate up Clark Street, enables me to confirm the desirability of the proposal to yellow line across the driveways of 11 to 15 Clark Street as the area is a real bottleneck around Khandallah School - particularly but not solely at the main times required for school access.

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR77-19
- Location:** Harris Street - Wellington Central
- Proposal:** Metered mobility parking - displaying an operation mobility permit only, at all times, P120 Maximum
- Information:** The closures of the Michael Fowler and Central Library parking facilities have removed several mobility parking spaces in the nearby area.
- WCC officers have identified several locations that will compensate for this loss of mobility parking spaces.
- One location is on the southern side of Harris Street. Currently, there is one mobility park on the northern side with the opportunity to add two on the southern side. The closure of the library underground carpark also means that there are no left turn exit manoeuvres in the area of the proposed mobility parks which avails a little more room for access to and from these parks.
- It is proposed to convert three standard metered parks to two P120 metered mobility parks.

- Key Dates:**
- 1) Advertisement in the Dominion Post Newspaper 7 May 2019
 - 2) Feedback period closes. 24 May 2019
 - 3) If no objections received report sent to City Strategy Committee for approval. 20 June 2019
 - 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Remove from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Harris Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 81.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 58.5 metres. (10 parallel carparks)

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

Column One	Column Two	Column Three
Harris Street	Metered mobility parking - displaying an operation mobility permit only at all times, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 81.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 17 metres. (2 mobility parks)

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

Column One	Column Two	Column Three
Harris Street	Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.	Southwest side, commencing 98.5 metres northwest of its intersection with Jervois Quay (Grid coordinates x= 1748904.4 m, y= 5427714.6 m), extending in a north-westerly direction following the kerbline for 41.5 metres. (7 parallel carparks)

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Prepared By: Orencio Gueco
Approved By: Steve Spence
Date: 07/06/2019

(Area Traffic Engineer)
(Chief Transport Advisor)

No Feedback Received

WCC Contact:
Orencio Gueco
Area Traffic Engineer
Transport and Infrastructure
Wellington City Council
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Phone: +64 4 803 8287
Email: orencio.gueco@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR 78 – 19
- Location:** Halswater Drive, Churton Park
- Proposal:** No Stopping At All Times (NSAAT) Road Markings
- Information:** Wellington City Council officers have worked closely with the representatives from Churton Park School and the Churton Park Community Association in identifying areas of concerns for safe walking routes around the school and exploring the potential engineering improvement options.

The intersection of Halswater Drive, Lakewood Avenue and Abilene Crescent has been identified as a location that requires pedestrian improvements. Abilene Crescent at its intersection with Halswater Drive is over 30 metres wide. With an average walking speed of 1.4 metres per second, it takes a pedestrian over 22 seconds to cross Abilene Crescent. The issue is exacerbated by the restricted visibility towards the oncoming traffic from Halswater Drive on both sides of the footpath on Abilene Crescent. Pedestrian connectivity is also poor on the Lakewood Avenue approach to the intersection. The traffic operation at this location is further complicated by the movements of buses travelling from Halswater Drive right onto Abilene Crescent and from Abilene Crescent left onto Halswater Drive.

Council officers have proposed the following improvements as part of this project:

- Installation of a pedestrian refuge island on Lakewood Avenue and the associated kerb realignment on the western side of Lakewood Avenue
- Introduction of a three-staged pedestrian crossing on the Abilene Crescent approach. This includes the installation of two pedestrian refuge islands and kerb realignment on the western side of Abilene Crescent
- The associated road marking improvements

After presenting the original proposal to the Bus and Ferry Operations team at Greater Wellington Regional Council, WCC officers have agreed to install 13 metres of No Stopping At All Times (NSAAT) road marking east of the corner of Halswater Drive and Lakewood Avenue to ensure that there is enough space for the right turning movement of buses exiting Halswater Drive onto Abilene Crescent.

Council officers, therefore propose, in total, 13 metres of No Stopping restrictions and as per plan attached.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Net parking loss: 0. (NZ Road Code specifies that no vehicle is allowed to park on, or closer than 6 metres to, an intersection, unless there are parking spaces or a notice telling you that you can park there.)

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper. | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received, report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Halswater Drive	<i>No Stopping, At All Times</i>	<i>North side, commencing from its intersection with Lakewood Avenue (Grid coordinates X= 1,751,414.85 m Y= 5,436,674.50 m) and extending in an easterly direction following the northern kerbline for 33.8 metres.</i>

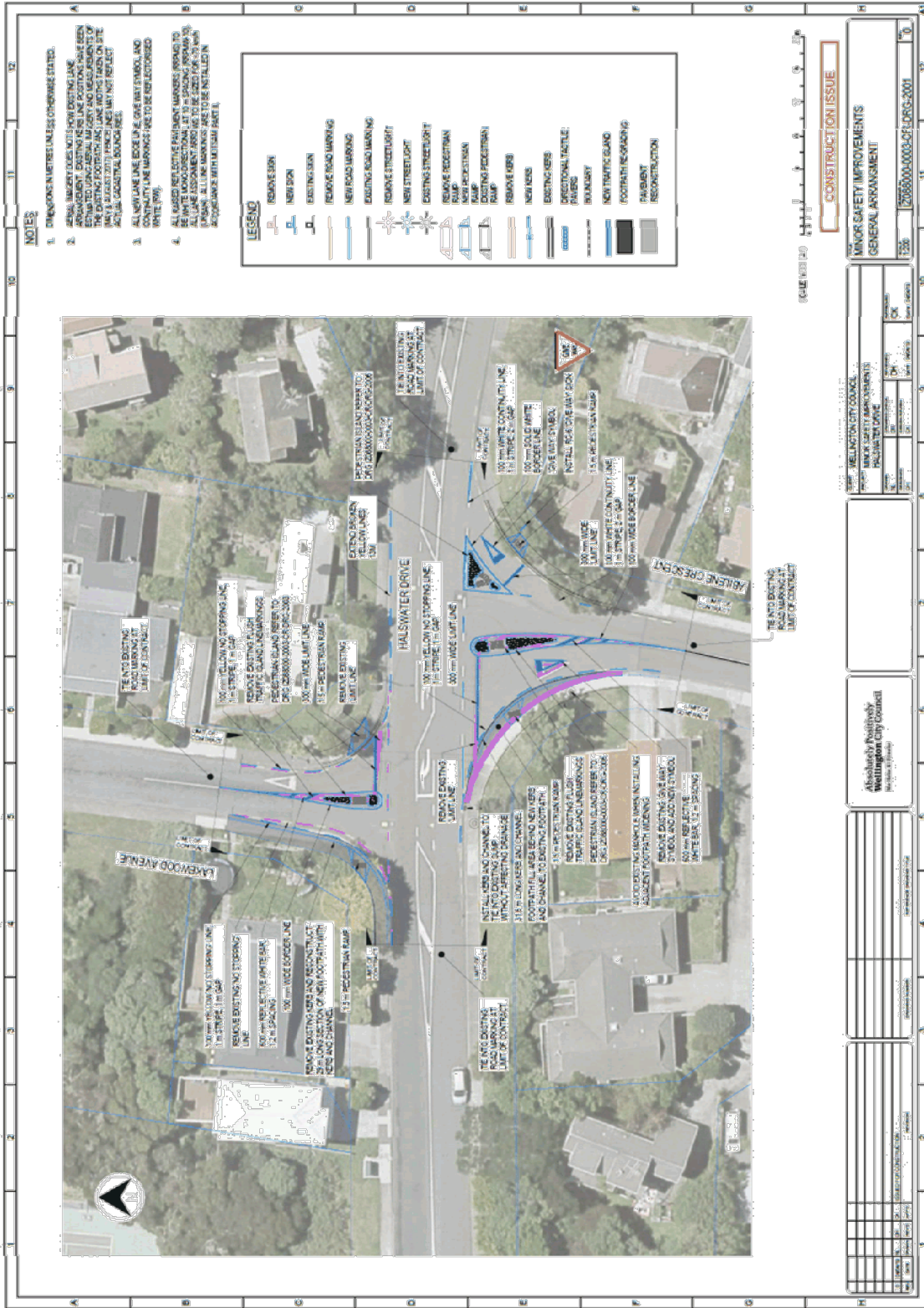
Prepared By:	Charles Kingsford	(Principal Traffic Engineer)
Approved By:	Steve Spence	(Chief Transport Advisor)
Date:	07/06/2019	

WCC Contact:

Charles Kingsford
Principal Traffic Engineer

Transport Group – City Networks
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Phone: +64 4 803 8641
Email: Charles.kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Sarah McNeill GWRC
Suburb: Te Aro
Agree: Yes

Thank you for working with us to include additional no stopping lines to improve bus turning movements as part of improvements to pedestrian crossing facilities on Halswater Drive.

Name: John Morrison on behalf of Churton Park Community Assn
Suburb: Churton Park
Agree: Not Stated

CPCA support efforts to improve safety for both pedestrians and vehicles at this intersection. Although the TR only refers to the installation of NSAAT yellow lines, we feel that there is an opportunity to come up with a safer solution for the whole intersection. We do support the addition of the NSAAT lines on the north side of Halswater Drive. The kerb lines on Abeline Cres at the intersection with Halswater Drive were built to a very large radius. This is a consequence of the design standards for new roads in the 1960s when intersections were generally designed with large swept corners to enable vehicles to turn quickly with no great consideration for pedestrians. This was probably to allow for the lower powered vehicles at that time. Note that the radii of the corners of Lakewood Ave with Halswater Drive are much tighter, probably as a result of changed geometric standards. Our suggestions are as follows:

1 The left turn corner from Halswater to Abeline be tightened up and the small traffic island removed. This will require left turning vehicles to slow down to a normal intersection speed, as well as reducing the crossing distances. Because of the large radius corner, vehicles at present do travel fast up Halswater Drive and swing left into Abeline almost without pausing. With the arrangement shown, a pedestrian on this small island could potentially have a double decker bus on one side or a fast turning vehicle on the other side.

2 The proposal includes a "give way" for left turning vehicles from Halswater Drive. This is presumably to give the buses right of way, as it will do nothing for pedestrians. As this is an unnatural "give way" (left turning giving way to right) it will in all probability be ignored.

3 The wide off set Tee intersection and very long stop line does not give a clear path for vehicles to follow when moving from Abeline to Lakewood. If the south west corner of Abeline Cres was also tightened, vehicles wanting to proceed to Lakewood would be forced to make a left turn into Halswater followed by a right turn into Lakewood, rather than the diagonal route currently used.

Therefore we recommend that the design of this intersection be tightened up on both corners, and the small island be eliminated. **Website** www.churtonpark.org.nz **President: Brian Sheppard**
In addition we note that visibility for both vehicles and pedestrians exiting Lakewood onto Halswater is very significantly impeded by the dense vegetation on road reserve at the corner. This important sight line should be restored as soon as possible, regardless of what actions are taken with the intersection itself. Once again, thank you for inviting our input, which we trust you will take into account when making your final decisions. Submission made by John Morrison Acting President Churton Park Community Assn Inc

A submission was made by CPCA relating to TR 78-19 Halswater Drive at Abeline Crescent on Friday 24 May.

The main thrust of our submission is that the intersection should be tightened up where Abeline Cres meets Halswater Drive. The reason for this suggestion is to improve safety at the intersection by slowing the left turn traffic from Halswater to Abeline, and giving a safer route from Abeline to Lakewood.

Although strictly speaking the TR only applied to adding NSAAT to the north side of Halswater to allow buses to make the right turn without conflicting with the proposed small pedestrian refuge island, the format of the consultation document indicated that the design of the intersection was also open for consultation.

FFEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Our submission asked that the intersection arrangement be changed to incorporate our suggestions.

Our main objective is to improve safety for pedestrians and reduce turning vehicle speed at this intersection, and we feel that the arrangement proposed will result in a sub optimal outcome. It has just come to our attention that the WCC contractor Downer proposes commencing physical work at this intersection on Monday 27 May, hence this urgent email.

Starting construction on Monday completely negates the spirit of public consultation on the TR relating to the NSAAT, because when the physical works are complete, the yellow lines will be necessary, thus also taking away from Councillors their ability to decide whether the TR should be approved.

Therefore we request that physical works at this intersection be delayed until the TR process has run its course, including assessment of the proposal we have made.

I am including in this email the Northern Ward Councillors, and am attaching our submission for their information.

As a general request, CPCA would appreciate being advised of the details of proposed road works in our area before construction so that we can give local experience feedback.

In addition, when any work is about to start, a copy of the notices delivered to residents would allow us to continue our role as a link between the community and WCC.

Officers Response:

Thank you for taking the time to provide your feedback on the traffic resolution "TR 78-19 Halswater Drive, No Stopping At All Times" proposed by Wellington City Council. We have reviewed all the submissions received during the public consultation and decided to progress the project to the next phase and seek the approval from the City Strategy Committee at Wellington City Council. The recommended extent of broken yellow lines (NSAAT) will remain the same. We appreciate your suggestion regarding the new layout at the intersection. We will get in touch with you to determine the safest and most suitable intersection layout, before our contractor returns to the site to continue with the construction work. We agree with you that it would be beneficial to involve the Churton Park Community Association (CPCA) earlier in the process for future proposals and notify the CPCA in advance of any construction work in the area.

Thank you again for your valuable input in our traffic resolution process. We will get back to you on the intersection design.

Name: John Tiley
Suburb: Unknown
Agree: Not Stated

Many vehicles intending to turn left onto Abilene Crescent approach up Halswater Drive at speed, barely slowing for the turn. The large radius on eastern side of the junction allows vehicles to continue through the turn at speed and then accelerate up Abilene Crescent at a speed unsuited to a length of road where vehicles are often parked on both sides. Any layout change should consider a focus on speed reduction through the junction. The proposed three stage crossing has disadvantages:-

- Drivers could still be tempted to make the turn at speed
- Pedestrians walking westwards, waiting on the eastern side island for traffic turning in front of them, will have passing traffic at their backs – difficult for a Carer with a push chair and other children
- Some older children from Churton Park School walk along Halswater Drive unescorted by an adult. They may find a three-stage crossing confusing.

FFEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Consider eliminating the provision for vehicles to make a sweeping turn and push out the kerb line to a more conventional position in line with present practice. Both the existing layout and the proposed change are unusual in that such layouts are not encountered elsewhere in Churton Park. Improving pedestrian and vehicle safety would best be achieved by “normalising” the junction layout, making the user experience consistent with that at other junctions. Removing the sweeping turn would help to lower speeds on the adjacent uphill section of Abilene Crescent.

Officers Response:

Thank you for taking the time to provide your feedback on the traffic resolution “TR 78-19 Halswater Drive, No Stopping At All Times” proposed by Wellington City Council. We have reviewed all the submissions received during the public consultation and decided to progress the project to the next phase and seek the approval from the City Strategy Committee at Wellington City Council. The recommended extent of broken yellow lines (NSAAT) will remain the same. We appreciate your suggestion regarding the new layout at the intersection. We will get in touch with you to determine the safest and most suitable intersection layout, before our contractor returns to the site to continue with the construction work.

Thank you again for your valuable input in our traffic resolution process. We will get back to you soon.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 79 – 19

Location: Rangoon Street, Khandallah

Proposal: No Stopping At All Times

Information: Residents on Rangoon Street have raised concerns over parking on their street on different occasions. Two locations along the street have caused particular safety concerns. They are the corner outside #13 to #19 and the corner outside #34 to #40. At both locations, cars often park too close to the bend, forcing the moving traffic to encroach onto the opposite traffic lane where visibility of the oncoming traffic is severely restricted due to the geometry of the road.

The residents have requested Wellington City Council to investigate the possibility of installing no stopping lines at these locations to improve safety. Council officers have investigated the issue on site.

To address the concerns raised, it is proposed to install 30.0 metres of No Stopping At All Times road marking (broken yellow lines) opposite 13 to 19 Rangoon Street and 35.0 metres of No Stopping At All Times road marking outside 34 to 40 Rangoon Street. The proposed broken yellow lines opposite 13 to 19 Rangoon Street will also improve the safety for pedestrians who cross the road at this bend to access their houses.

Net parking loss in the original proposal: 7 (3 outside 13-10 Rangoon Street and 4 outside 34-40 Rangoon Street).

Changes to the proposal following the public consultation:

Although an overwhelming number of supportive submissions have been received during the public consultation period, some residents have raised legitimate concerns which included:

- High demand for on-street parking along certain sections of Rangoon Street
- Access to car parks for people with mobility issues

To address these concerns, council officers have re-assessed the extent of the proposed no stopping lines on site. At the lower section of Rangoon Street, opposite 13 to 19 Rangoon Street, the length of the proposed no stopping lines road marking has been reduced to 16.5 metres. At the upper section, the proposed extent of no stopping lines has been reduced to 23.0 metres to allow parking on the curve where there is corner widening and forward sight distance can be achieved.



Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Rangoon Street	<i>No Stopping, At All Times</i>	<i>West side, commencing 44.2 metres southeast of its intersection with Omar Street (Grid coordinates x= 1,750,575.60 m, y= 5,433,059.40 m), and extending in a south-easterly direction following the western kerblines for 16.5 metres.</i>
Rangoon Street	<i>No Stopping, At All Times</i>	<i>South side, commencing 115.5 metres west of its intersection with Gurkha Crescent (Grid coordinates x= 1,750,844.95 m, y= 5,432,736.30 m), and extending in a westerly direction following the southern kerblines for 23.0 metres.</i>

Prepared By: Charles Kingsford

(Principal Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

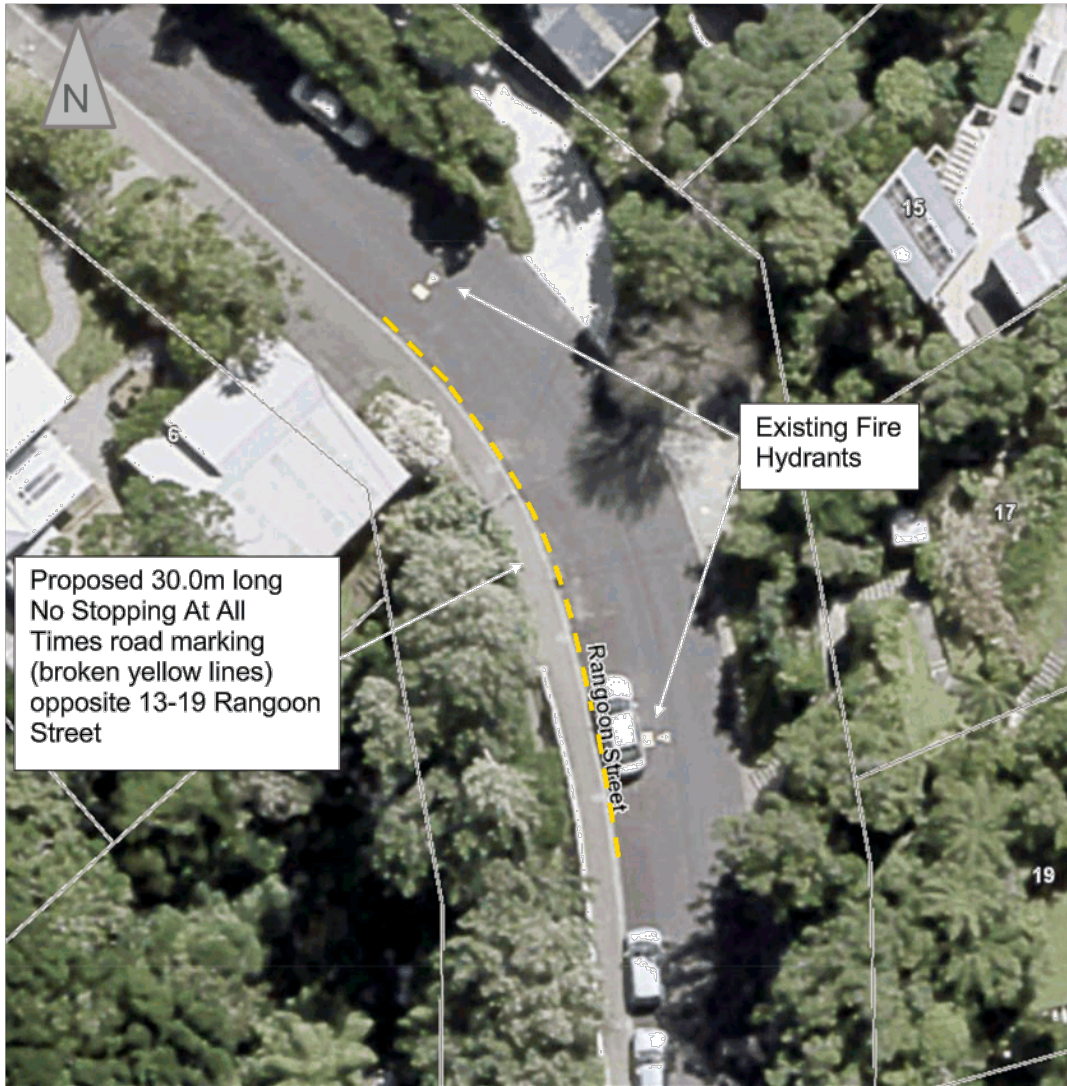
Date: 06/07/2019

WCC Contact:

Charles Kingsford
Principal Traffic Engineer
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8641
Email: Charles.Kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

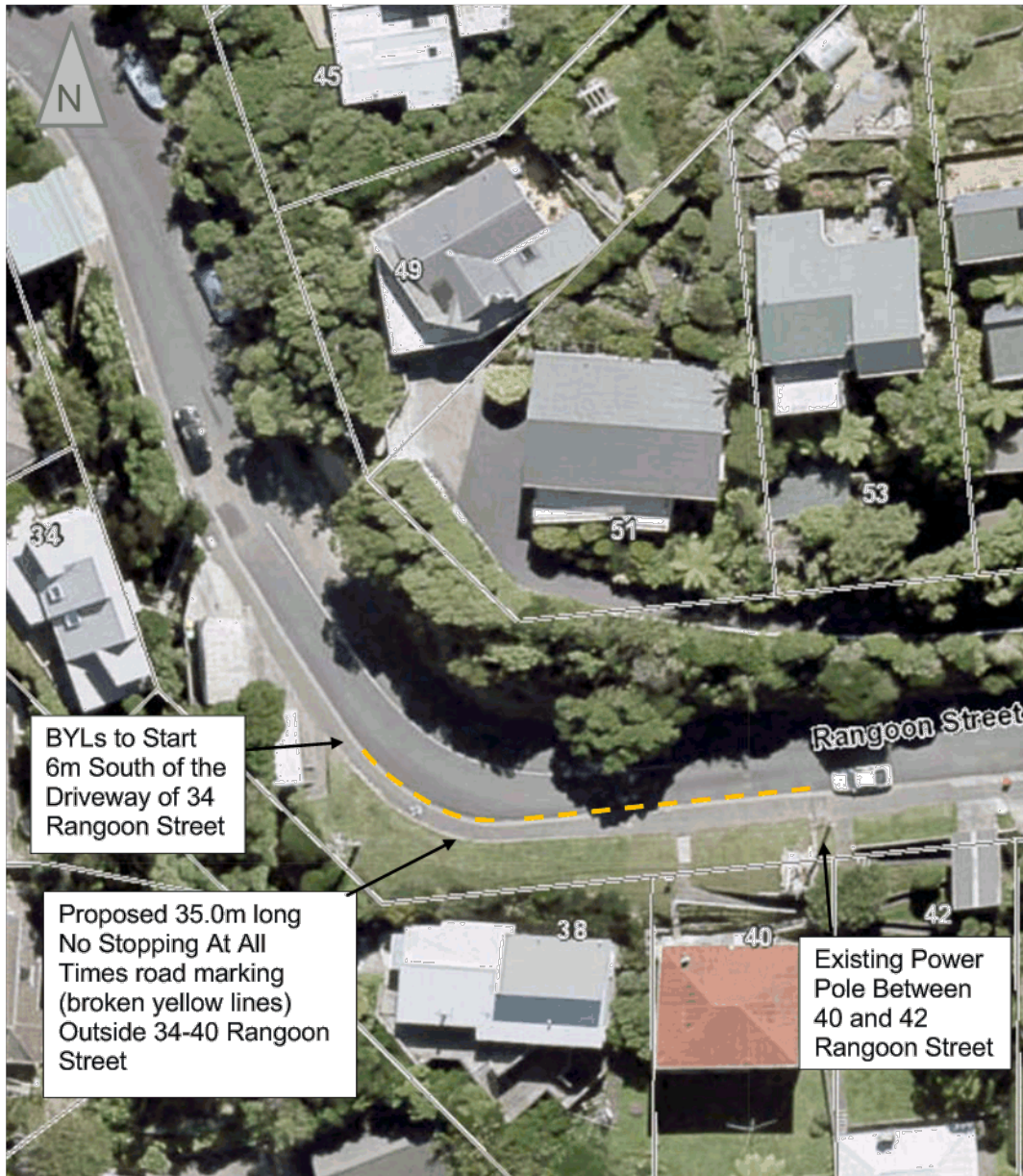
Original Traffic Resolution Plan:



TR 79 - 19 Rangoon Street, Khandallah
Proposed No Stopping At All Times Road Marking
Plan 1 of 2

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

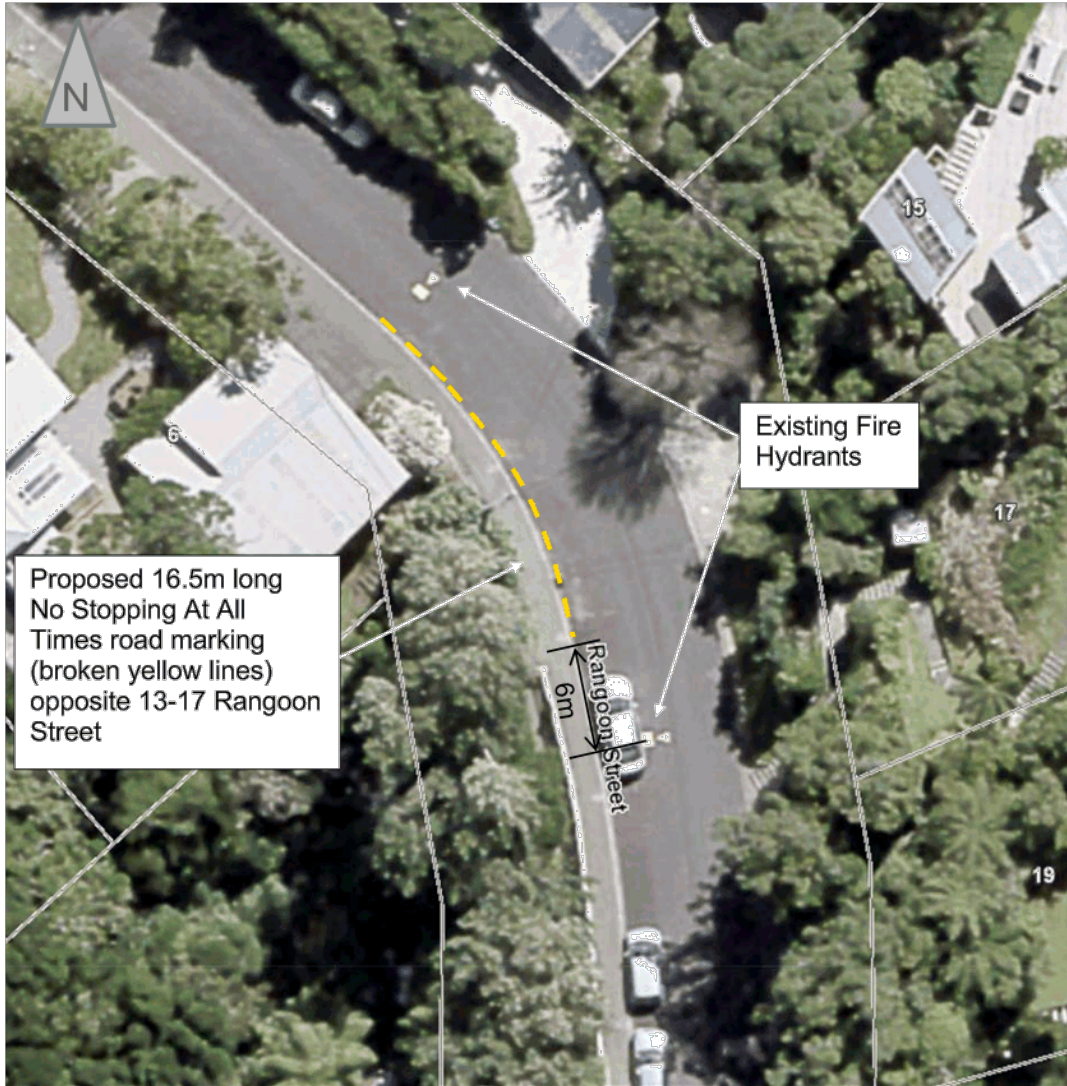
Original Traffic Resolution Plan:



TR 79 - 19 Rangoon Street, Khandallah
Proposed No Stopping At All Times Road Marking
Plan 2 of 2

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Updated Traffic Resolution Plan:



TR 79 - 19 Rangoon Street, Khandallah
Proposed No Stopping At All Times Road Marking
Plan 1 of 2

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Updated Traffic Resolution Plan:



TR 79 - 19 Rangoon Street, Khandallah
Proposed No Stopping At All Times Road Marking
Plan 2 of 2

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback received:**

Name: Susan Knox
Suburb: Khandallah
Agree: Yes

I agree with the restrictions proposed here but believe there are other areas on Rangoon Street i.e. (the corner at 30-22) that are also dangerous due to parked cars. I suggest these areas also have no stopping at any time restrictions as well.

Name: Martin Knox
Suburb: Khandallah
Agree: Yes

Although I agree with the restrictions proposed here I do not think they go far enough. There are other areas on Rangoon Street i.e. (the corner at 30-22 and the Shortland Street intersection) that are more dangerous, due to parked cars, than the areas outlined for changes. I suggest these areas also have no stopping at any time restrictions as well.

Name: Louisa Picker
Suburb: Khandallah
Agree: Yes

This change has my full support for the reasons given on the notice - parking on the bend by 13 Rangoon Street makes it dangerous to cross to our house at number 7 Rangoon due to poor visibility.

Name: Stephen Judd
Suburb: Khandallah
Agree: Yes

The road is dangerous with parking on the corners. Proposal supported.

Name: Karin Karin
Suburb: Khandallah
Agree: Not Stated

I'd like to request additional yellow lines outside our drive (30 Rangoon St) just past our house (heading north, towards no. 28 Rangoon St).
 Even it is only one car space...that would make a significant difference, allowing cars somewhere to duck into, as other vehicles come around the bend.
 If someone is driving, heading south up Rangoon St., the cars parked between 28 and 30 cause a block, as you come around the bend (past house no. s39 - 43).
 We often have to reverse, or the other vehicle heading north, has to reverse. We're surprised there has been a collision yet.
 Also, if people park too close either side of our drive, it makes it very awkward for us to reverse out without heading towards the neighbour's drive (no. 43) and taking up the whole road in the process.
 The majority of cars parked outside between 28 and 30 belong to 43 which is a rental and have at least six cars belonging to it. They could easily use their drive and section to park in.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: James Picker
Suburb: Khandallah
Agree: Yes

I strongly support the proposal. These corners are near blind bends and are current parking makes them incredibly dangerous for children to cross or cars to navigate.

Name: Jennifer Price
Suburb: Khandallah
Agree: Yes

This proposal will make our street much safer to drive on

Name: Madeleine Taylor
Suburb: Khandallah
Agree: No

Hello, I live at no. 17 Rangoon. My concerns relate to the impact that the dotted yellow lines will have on the behaviour of the residents. They will park on the other side of the road, which will obscure exits from the lane way at 13-7 Rangoon. We have not had any accidents to pedestrians to my knowledge having lived here for over 20 years. However cars do go quickly around the corner and have hit our steps on at least one occasion. I think that putting the yellow lines on the odd side of the street and adding judder bars to slow people down will create an option that will suit all parties. That is, not remove the large number of parks Council has suggested and support locals having access to parks adjacent to their homes, as well as lessening the likelihood of further safety problems in the future. Access is especially important for our older residents. Many thanks for your consideration.

Name: Fraser Stevenson
Suburb: Khandallah
Agree: Yes

I agree with the addition of broken yellow lines in these locations. However I also feel consideration should be made to putting broken yellow lines down various places on the opposite side of the street (odd numbered side of street) as I fear that people will just start parking on this side instead with the loss of the parks as proposed.

Name: Rex and Avril Da Vanzo
Suburb: Khandallah
Agree: Not Stated

We are resident at 19 Rangoon Street and have been there continuously since 1967. We agree with the safety concerns expressed in the information statement contained in your letter of 2nd May. As to the extent of the No Stopping At All Times road markings opposite 13 to 19 Rangoon Street, it may be that the upper portion of the road marking may be an over correction to alleviate the problem and that the broken yellow lines could be truncated marginally at its highest point. The other consideration is off street parking for residents but this must, of course, yield to safety concerns.

As the stretch of road from Shortland Street to just beyond the fire hydrant is heavily parked at night it may be that some vehicles will park on the opposite side of the road, as a reaction, thereby to some extent negating the affect of the proposed change, particularly for uphill traffic. We appreciate the clear manner in which your correspondence has been presented.

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Name:** Wayne Ritani
Suburb: Khandallah
Agree: No

This is in response to your proposed non-parking lines on Rangoon St down from Shortland and up from Omar. I am not in favor of this idea; we have lived and parked in our street at this same proposed spot for 20 years. In that time we have not experienced any major traffic problems. The people who live up the lane across the road from this proposal, which we have known all of them in the past had no problems that they talked to us about. The street by nature is narrow and we never park on the opposite side to this proposal, in fact nobody parks there as it is too tight for traffic. By putting any no parking lines it reduces our parking by 7 cars. To what end? We then need to move directly across the road which is an unsafe option.

Please leave it the way it is, the perceived problem's solution will just make another one.

Name: Mark Wilkin
Suburb: Khandallah
Agree: Yes

Guys Thank you for the excellent work on Rangoon St, this is a very good start, however one corner has been missed. This is outside no's 30-32, where vehicles being driven down the street on the south side of the road, are again forced onto the wrong side of the road by cars parked outside no's 30-32. This seriously needs broken yellow lines as proposed outside of no's 36 - 40. Could you please consider this corner as well, as it is a sharp blind right handed corner, we cannot see around when coming down the street, in you proposed changes?

Name: Gregory Stanton
Suburb: Khandallah
Agree: Yes

We are part of a shared driveway that exits onto Rangoon Street (this is across the road from no. 6 Rangoon Street). When people park on the road across the street from our shared driveway, it makes it very hard to maneuver out of the driveway safely as there is not enough clear space to complete a safe turn when turning right. In order to safely be on the road to drive off, a three point turn is required and you feel very vulnerable being on the road doing this with the blind corner further up Rangoon Street due to the parking allowances on the street. As there are 4 houses up our shared driveway, that is a lot of cars that are required to complete the same unsafe maneuvers every time they want to come out of their driveway due to the parking allowances across the road. I also find that when I drive up Rangoon Street, the parking allowances cause a lot of safety concerns as you often have to encroach onto the opposite traffic lane when heading up the road and there are many blind spots due to the bend of the road and it's elevation. I am strongly in favour of the proposed traffic resolution.

Name: Geraldine Dai
Suburb: Khandallah
Agree: No

I wish to comment only on Plan 1. I support something being done as we also have had a very near miss. I am aware, however, that parking is at a premium in that section of the street, and would like to suggest that traffic humps would preserve the parking and slow traffic also. Thanks for the opportunity to comment.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Andrerew Leslie
Suburb: Khandallah
Agree: No

I live at 10 Rangoon St with my wife and 3 children. The proposed no stopping zone extends right past our property and beyond. As we have no off street parking we park our 2 cars right where the no stopping zone is proposed to be. This proposal will have a significant effect on us. My wife has a disability so it is critical for her wellbeing that we can park immediately outside our gate. Due to her mobility issues even a short walk to the car would cause discomfort and would make getting out of the house more difficult than it already is. I'm concerned about the distress this would cause her and that she will lose motivation to get out and about. It would have a detrimental effect on her wellbeing. The cars that park along this section are from houses that don't have off street parking and they already take up the entire block and more often than not extend around the bend. The proposed yellow lines will significantly reduce the area available for all of us to park and there is no way we'd all be able to fit in the area that is left. This will mean that it will often be a relatively long walk for my wife to undertake to get to and from the car. I also have concerns about the rationale undertaken by the Council to arrive at this decision to propose a no-stopping zone. According to the letter received there were safety concerns raised with the Council about cars being parked on the bend in the road. We have lived at number 10 Rangoon for 12 years and there hasn't been any accidents on this bend. Our neighbours at number 8 have been there for 25 years and say there has never been any accidents in that timeframe. So rather than basing the decision on real risk the Council has based it on perceived risk. In that case nearly every bend on every suburban street in Wellington would fall into the same category. That is just the reality for Wellington streets. Therefore when driving around Wellington you know what to expect. That's why there's never been any accidents on this bend, even when cars have to park right around it. So the evidence would suggest that the perceived risk is very low in this situation and I'd expect the Council to take this into account when weighing up risk with impact. I also have concerns about the validity of the concerns that have been raised. I have strong suspicions that the concerns would have been raised by new neighbours across the road who have previously left a note on my car complaining about me parking on the bend. The note indicated that these neighbours would rather not drive a little further on from their driveway to turn around and instead attempts to do a 3 point turn to go up their driveway. If they are the residents that raised the concerns with the Council then they are self-serving concerns and have couched the situation as a safety issue to try and find a solution for what is a very minor inconvenience. The final point I want to raise is around alternative options. Should the Council still judge the very low perceived risk to outweigh the significant impacts at the end of this process I implore that other options are evaluated in conjunction with the affected residents. There must be other options available such as signage alerting drivers to the possibility of oncoming traffic, judder bars, a mirror on the roadside that provides visibility around the bend, or even reducing the speed limit in the street. All of these options would have a similar effect of mitigating the perceived risk and would be far less impactful on the residents who have no option but to park their cars on this stretch of road. I would value elaborating further on my views during the hearing process and to Council officers involved in the process. A collaborative approach would be the most effective way to alleviate any perceived risks, if in fact there actually are any.

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Terence and Shelly Brady Sugrue
Suburb: Khandallah
Agree: Yes

Hello, we reside at 34 Rangoon Street. We support 'no stopping lines' being installed in the corner of Rangoon Street starting from the curb on the south side of the driveway after no. 34. We don't support the proposed length of 35 metres as we believe this would remove too many parks and effectively create another problem of cars parking in the space outside 34 -32 which is already fully occupied by neighbouring residents. We would recommend a length of 10-15 metres for the No Parking markings. We are concerned that if the proposed no stopping lines are installed in both 34 to 40 and 13-19 Rangoon Street; cars that currently park there (who are residents) will be forced into parking into other areas in the street effectively creating another problem. While we acknowledge the concerns that have been raised by residents on Rangoon Street we would also raise that there are many residents who rely on parking their cars in these spaces and would advocate that their circumstances are also 'heard' and valued in this consultation process. If the decision is made to proceed with the No Parking lines, could a meter worth of No Parking lines to the North side and South side of 34 Rangoon Street driveway /garage entry be applied, as existing parking in the area already create dangers for exit from this garage. Thank you for the opportunity to contribute to this consultation process. Postscript. You could consider changing Rangoon Street into a One Way street from the intersection of Omar Street to the intersection with Madras and Omar Streets. This would create a ring road. This road change would minimise traffic dangers and hazards for the length of Rangoon Street and Madras Street.

Name: David Catling
Suburb: Khandallah
Agree: Yes

I live on Rangoon Street and it is currently highly dangerous on the corner around 13/15 Rangoon Street. Due to cars parked, people frequently drive at high speed around the bend (bling corner almost), on the wrong side of the road. There is going to be a serious accident sooner or later. Our driveway exits at this corner and it is very dangerous to get in and out when cars are parked there. It usually involves a multi-point turn, which leaves you in the middle of the road trying to maneuver around parked cars with the risk of a car coming down Rangoon on the wrong side. Please go ahead with this as soon as possible, it is really needed.

Name: Linda McArthur
Suburb: Khandallah
Agree: No

I drive this road every day and do not find it an issue. It's just a typical Wellington road. Drivers are generally pretty cautious. If yellow lines are put in, it will just move the cars to other areas of the street and cause problems elsewhere. Drivers are used to the way it is now so I think it's safer not to change it.

Name: Matt Ritani
Suburb: Khandallah
Agree: No

I have reviewed the Proposed Traffic Resolution TR 79 – 19. I am an affected party/stakeholder as the proposal pertains to the property at 17 Rangoon. This is my parent's property and the central family location we regularly drive to attend family dinners and the like. I grew up there and my family has lived her for over 25 years and are deeply integrated to the community. I appreciate Council

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

taking the time to consultant and engage with the local community. I appreciate the council's goals of safety in this area. I oppose and object to the proposal for the reasons below;

1. Reduction of parking

This proposal removes parking immediately adjacent to access to the house. We have several elderly relatives that appreciate being able to park closer to the site. They would have to walk an additional distance beyond what they already find challenging. It would also disrupt the natural level of parking in the area frustrating our other neighbors. I am not sure who the people who have complained about this – I suspect that they live further up the road. I wonder if they would be happy to give up their on-street parking for our convenience. – Especially when they are merely passing through on their way further up the street. What other of their whims are we supposed to accommodate?

2. Increased speed and Danger for crossing

There are young families in the community that are often moving around in the road area. If the yellow lines were to be installed the wider road would simply encourage drivers to drive faster around this corner. This would exacerbate the problem. If these drivers instead are safe courteous and sensible drivers that might slow down when rounding a blind corner rather than racing round and looking shocked when they see someone crossing with groceries and nearly knocking them over? Or are we to simply provide an extra 2 seconds on the day for those who are racing through and do not live in this area and are not negatively impacted by this proposal? This proposal is likely to make it more dangerous for my family and I to access the property particularly for the young and the elderly.

3. Potential for people to park to the north of the road

In the current, normal and natural set up the road sometimes people do park on the north side creating lots of risk and really disrupting the traffic. I am concerned that this will further exacerbate this currently rare pattern of parking and create more people parking here – people could step out and damage the garden that is regularly planted and maintained not to mention they might leave rubbish in this area!

I could recommend that a speed camera could be set up to monitor the people racing through this area and perhaps they could get tickets to allow them to move along at the legal speed. Maybe they would not speed and put us in danger? This proposal is frustrating because it detrimentally affects the current level of safety, access and amenity for myself and my loved ones both young and old with a wide range of mobility. This looks to me to be a minority complaining about having to be decent drivers and not on mindless autopilot. They are expecting people they have no neighborly connection to comprise their quality of life and movement for a tiny improvement for them? I find it very frustrating, disrespectful and not aligned with the way it has been operating for decades. Really self-centered selfish commentary from people further up the road. We don't want this and would actively oppose it should it go forward. Thank you for reading and we hope you make the right choice for the safety of my family. Can you please respond to my email confirming receipt within the submission period? We trust you will make the right decision.

Officers response to all feedback:

Although an overwhelming number of supportive submissions have been received during the public consultation period, some residents have raised legitimate concerns which included:

- High demand for on-street parking along certain sections of Rangoon Street
- Access to car parks for people with mobility issues



To address these concerns, council officers have re-assessed the extent of the proposed no stopping lines on site. At the lower section of Rangoon Street, opposite 13 to 19 Rangoon Street, the length of the proposed no stopping lines road marking has been reduced to 16.5 metres. At the upper section, the proposed extent of no stopping lines has been reduced to 23.0 metres to allow parking on the curve where there is corner widening and forward sight distance can be achieved.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 81 – 19

Location: Elliott Street, Johnsonville

Proposal: No Stopping At All Times

Information: Residents in Johnsonville have raised concerns over the restricted sight lines at the intersection of Elliott Street and Kipling Street.

The centre of the Elliott Street/ Kipling Street intersection is on a crest with Kipling Street and both approaches of Elliott Street sloping lower away from the intersection. Vehicles entering the intersection from Kipling Street have very limited visibility of the oncoming traffic from Elliott Street. The issue is exacerbated by the restricted sight lines caused by cars parked on Elliott Street, close to the intersection.

The residents have requested Wellington City Council to investigate the possibility of extending the existing no stopping lines outside 22 Elliott Street further west to improve the sight lines at this intersection. Council officers have investigated the issue on site. To address the concerns raised, it is proposed to install an additional 15.3 metres of No Stopping At All Times (NSAAT) road marking outside 22 Elliott Street.

Net parking loss: 2.

A parking survey has been undertaken at this site. It has confirmed that the on-street parking availability will not be adversely impacted by the introduction of the additional no stopping lines.

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Elliott Street	<i>No Stopping, At All Times</i>	<i>North side, commencing from its intersection with Kipling Street (Grid coordinates x= 1,750,452.60 m, y= 5,434,339.90 m), and extending in a north-westerly direction following the northern kerbline for 15.3 metres.</i>

Prepared By: Charles Kingsford**(Principal Traffic Engineer)****Approved By:** Steve Spence**(Chief Transport Advisor)****Date:** 07/06/2019**WCC Contact:**

Charles Kingsford
Principal Traffic Engineer
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8641
Email: Charles.Kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



TR 81-19 Elliott Street, Johnsonville
Proposed No Stopping At All Times Road Marking

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback received:**

Name: Nathaniel Bacchus
Suburb: Johnsonville
Agree: Yes

The main issue for residents of 29A, 29B, 27A, 27b, 25A and 25B are people parking in within the intersection while going to the kindy at 24 Elliott St. These people consistently park across from the fire hydrant (an example shows in the street picture) This makes exiting the shared driveway dangerous. Especially for the elderly residents. It also means that traffic using the intersection cross the centerline. The vehicles are also parked such that they block line of site for vehicles travelling up Elliott St wanting to use the intersection.

A necessary amendment is to add no stopping at all times for traffic opposite the intersection of Kipling and Elliott St.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 83 – 19
Location: Upoko Road, Hataitai
Proposal: No Stopping At All Times

Information: Residents on Upoko Road have raised concerns over parking on their street on different occasions. Upoko Road outside the shared driveway of #20 to #24 is less than 6.0m wide. Cars parked in the space opposite this driveway are creating difficulties for vehicles to enter and exit. The gradient of the driveway and its angle with the road also create additional difficulties for the residents. Additionally, it has been reported that emergency service vehicles often find it difficult to negotiate this bend when cars are parked on both sides.

The residents have requested Wellington City Council to investigate the possibility of installing no stopping lines opposite the shared driveway. Council officers have investigated the issue on site. To address the concerns raised, it is proposed to install 38.5 metres of broken yellow lines from 1 metre north of the fire hydrant near the top of the Hapua Street walkway to 2 metres south of the garage access of #25 Upoko Road.

Net parking loss: 0 (loss of 1 parking space, if counting the space where cars can half-park on the shoulder and half-park on the road).

Key Dates:

- | | |
|--|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate | |

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Legal Description:***Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule*

Column One	Column Two	Column Three
Upoko Road	<i>No Stopping, At All Times</i>	<i>West side, commencing 80.0 metres south of its intersection with Alexandra Road (Grid coordinates $x= 1,750,298.56$ m, $y= 5,426,653.60$ m), and extending in a southerly direction following the western kerbline for 38.5 metres.</i>

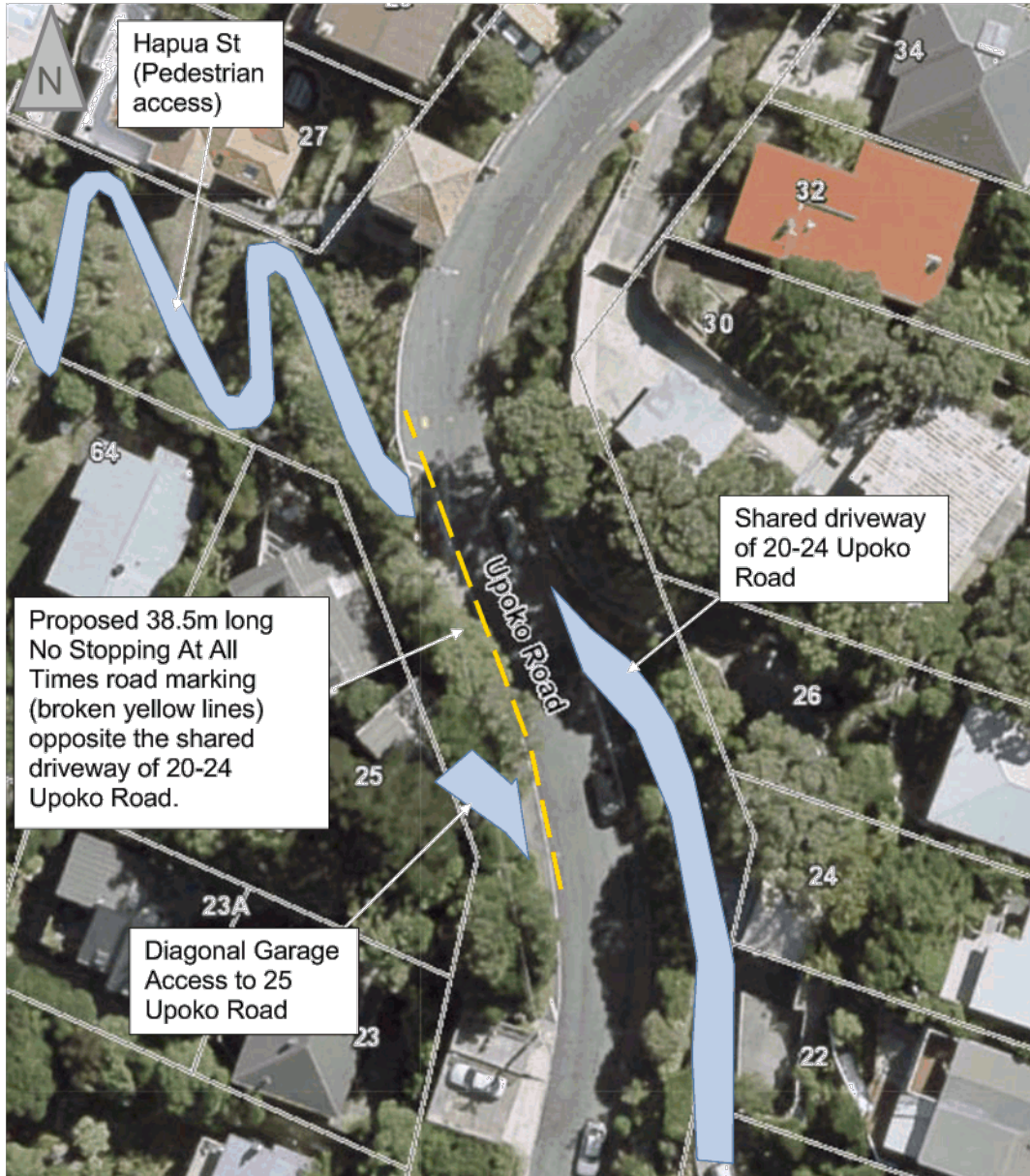
Prepared By: Charles Kingsford**(Principal Traffic Engineer)****Approved By:** Steve Spence**(Chief Transport Advisor)****Date:** 07/06/2019**WCC Contact:**

Charles Kingsford
Principal Traffic Engineer
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington 6140
Phone: +64 4 803 8641
Email: Charles.Kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan:



Proposed 38.5m long No Stopping At All Times road marking (broken yellow lines) opposite the shared driveway of 20-24 Upoko Road.

Diagonal Garage Access to 25 Upoko Road

Shared driveway of 20-24 Upoko Road

TR83-19 Upoko Road, Hataitai
Proposed No Stopping At All Times Road Marking

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Feedback received:**

Name: David Grove
Suburb: Hataitai
Agree: Yes

I am one of the residents using the driveway shared by numbers 18/20, 22 and 24. There are three double garages and two additional off street parking spaces on this shared driveway. As already described - people are parking opposite the driveway and on both sides of the street just above and below the driveway. This is making it very difficult and occasionally impossible for larger vehicles like rubbish trucks, to get around the corner. Cars coming down the road and around the corner have to stop suddenly and then reverse a considerable distance when meeting cars coming the other way. This can create quite a jam when 2 or 3 cars become involved. It is also making it very difficult for us to get into and out of the shared driveway - sometimes we are forced to drive down the hill when we wish to go up the hill. People parking opposite the driveway also exacerbate the problem by parking large SUV's very badly way out into the middle of the road. Thank you very much for addressing this problem - which is both a daily hassle and potentially a life threatening issue if blocking ambulances or fire engines.

Name: Nicky Beamish
Suburb: Hataitai
Agree: Yes

I agree with this proposal and also would recommend the No stopping restriction be extended to other parts of Upoko Rd e.g. the western edge of the road outside my property of No. 19 Upoko Rd as residents have been parking here which reduces the access considerably.

Name: Jennifer F
Suburb: Hataitai
Agree: Yes

We regularly see service vehicles unable to get through this corner of Upoko Road when there are cars parked on both sides. I note that emergency services have also reported difficulty getting through. We consider that this needs to be addressed for the safety of residents on this street. Additionally, we have significant difficulty getting in and out of our driveway, particularly when vehicles are parked on both sides of the road as it limits the turning circle available.

Name: Alison and David Tannock
Suburb: Hataitai
Agree: Yes

As we live at 34 Upoko Road we thought we would let you know that we are fully in support of the proposed No Stopping area. The proposal covers what is certainly the worst section of a street which is routinely made very difficult to negotiate because of the proliferation of parked cars along its sides.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: C Fraser
Suburb: Wellington
Agree: Yes

Proposal supported entirely. Those two corners on Upoko Rd are dangerously narrow when cars are parked and service vehicles (rubbish/recycling/emergency services) commonly are not able to traverse. Also small moving trucks and wider vehicles are not able to either.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

- Reference:** TR84 – 19
- Location:** Dee Street - Island Bay
- Proposal:** Remove Time Limited Parking P10, (7am – 8pm, Mon – Sun)

Information: It has been brought to our attention that the business at the corner of The Parade and Dee Street (Chappies Dairy) has now closed down. There is currently a signed time restriction of P10 (At All Times) for 1 on-street park.

A review of the existing signed parking restrictions has been undertaken. Council officers believe that the current time/day restrictions are now not appropriate and propose to remove the time restriction to allow for additional parking in the area.

It is therefore proposed to change the currently signed time restriction from P10, (At All Times) to unrestricted parking.

Net parking loss: Nil
Conversion to unrestricted parking

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 7 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Dee Street	<i>P10, Monday to Sunday, 7:00am-8:00pm</i>	<i>South side, commencing 11 metres west of its intersection with The Parade and extending in a westerly direction following the southern kerb line for 6 metres.</i>

Prepared By: Amin Shahin

(Area Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

Date: 07/06/2019

WCC Contact:

Amin Shahin
Area Traffic Engineer
Transport and Infrastructure
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Fax: +64 4 801 0294
Email: amin.shahin@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Feedback received:

Name: Pablo Gomes Ludermir
Suburb: Island Bay
Agree: Yes

Since this car park is not on the main Parade I support this proposal.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke**Reference:** TR 87 – 19**Location:** Dunlop Terrace - Te Aro**Proposal:** P10 Loading Zone At All Times
P120 Metered Parking**Information:** Council Officers have received requests to convert two existing metered parking spaces to a P10 Loading Zone, and convert an existing P10 parking space to P120 metered parking.

Outside the CQ Hotels on Dunlop Terrace are a number of on-street car parking spaces, most of which are metered parking. It has been determined that the current restrictions do not fully cater to existing demand.

The purpose of this resolution is to convert two existing metered parking spaces to a P10 loading zone, and to convert one P10 time restricted space to P120 metered parking.

Please note: The current parking resolutions will remain in place (legal/enforcement) until the new restrictions with the appropriate signs and markings is introduced.

Net parking gain: 1x P10 loading zone space (11m)
Net parking loss: 1x metered parking spaces,

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | 07 May 2019 |
| 2) Feedback period closes. | 24 May 2019 |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Legal Description:

Delete from Schedule A (Time Limited) of the Traffic Restrictions Schedule

Dunlop Terrace	<i>P10, At All Times.</i>	<i>West side, commencing 56 metres south of its intersection with Vivian Street (Grid Coordinates X=2658669.154691 m, Y=5988688.914263 m) and extending in a southerly direction following the kerbline for 7.5 metres.</i>
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Delete from Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Dunlop Terrace	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 25.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 29 metres. (5 parallel carparks)</i>
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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Dunlop Terrace	<i>Loading Zone, P10, At All Times.</i>	<i>West side, commencing 37.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 11.5 metres.</i>
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Add to Schedule F (Metered Parking) of the Traffic Restrictions Schedule

Dunlop Terrace	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and Sunday 8:00 - 6:00pm.</i>	<i>West side, commencing 25.5 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly direction following the kerbline for 12 metres. (2 parallel carparks)</i>
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Dunlop Terrace	<i>Metered parking, P120 Maximum, Monday to Thursday 8:00am - 6:00pm, Friday 8:00am - 8:00pm, Saturday and</i>	<i>West side, commencing 49.0 metres south of its intersection with Vivian Street (Grid coordinates x= 1748647.2 m, y= 5426976.8 m), and extending in a southerly</i>
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PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Sunday 8:00 - 6:00pm.

*direction following the kerbline for
13 metres. (2 parallel carparks)*

Prepared By: Patrick Padilla
Approved By: Steve Spence
Date: 07/06/2019

**(Intermediate Traffic Engineer)
(Chief Transport Advisor)**

No Feedback Received

WCC Contact:

Patrick Padilla
Intermediate Traffic Engineer
Transport & Infrastructure
Wellington City Council
101 Wakefield Street / PO Box 2199,
Wellington
Fax: +64 4 801 3009
Email: patrick.padilla@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



**P10 Loading Zone and P120 Metered Parking TR87-19
Dunlop Terrace, Te Aro**

MAP PROVIDED BY
CITY ENGINEERING
2018/19
WELLINGTON

ABSOLUTELY
POSITIVELY
WELLINGTON
CITY COUNCIL



PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Reference: TR 88 – 19

Location: Cecil Road, Wadestown

Proposal: No Stopping At All Times

Information: Residents on Cecil Road have raised concerns over parking on their street on different occasions. Cecil Road outside #119 and #121 is less than 6.0m wide. Cars parked in the space opposite the garages of #119 and #121 are creating difficulties for vehicles to enter and exit these garages.

The residents from #119 and #121 have requested Wellington City Council to investigate the possibility of installing no stopping lines opposite their garages.

A Council officer has investigated the issue on site. To address the concerns raised, it is proposed to install 16.4 metres of broken yellow lines opposite the garages access of #119 and #121.

Net parking loss: 3 parking spaces.

Additional notes post CSC meeting on 18th April 2019 :

The proposal (TR 16 -19) was reviewed and discussed at the City Strategy Committee meeting held on 18 April 2019.

It was agreed at the meeting that the extent of the proposed no stopping restriction would be re-investigated on site as one of the submitters during the public consultation suggested that there could be an opportunity to reduce the extent of the proposed no parking restriction to allow for an additional parking space.

A Council officer met with the resident on site on 2/05/2019. It was confirmed that the suggested reduction in the proposed no stopping lines would not be achievable without interfering with the entry or exit movements to the garages of 119 and 121 Cecil Road. It has been agreed with this resident that the 16.4 metres of no stopping lines as initially proposed would not be altered.

The traffic resolution report (TR 88-19) has been submitted to the City Strategy Committee for consideration at the meeting scheduled for 20 June 2019. No new consultation is required as there is no change in the proposal.

PROPOSED TRAFFIC RESOLUTION

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Key Dates:

- | | |
|---|--------------|
| 1) Advertisement in the Dominion Post Newspaper | N/A |
| 2) Feedback period closes. | N/A |
| 3) If no objections received report sent to City Strategy Committee for approval. | 20 June 2019 |
| 4) If objections are received, further consultation, amendment/s, or proceed with explanation as appropriate. | |

Legal Description:

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One

Column Two

Column Three

Cecil Road

No Stopping, At All Times

West side, commencing 76.0 metres south of its intersection with Rangimarie Way (Grid coordinates x= 1,748,154.3 m, y= 5,430,329.3 m), and extending in a southerly direction following the western kerbline for 16.4 metres.

Prepared By: Charles Kingsford

(Principal Traffic Engineer)

Approved By: Steve Spence

(Chief Transport Advisor)

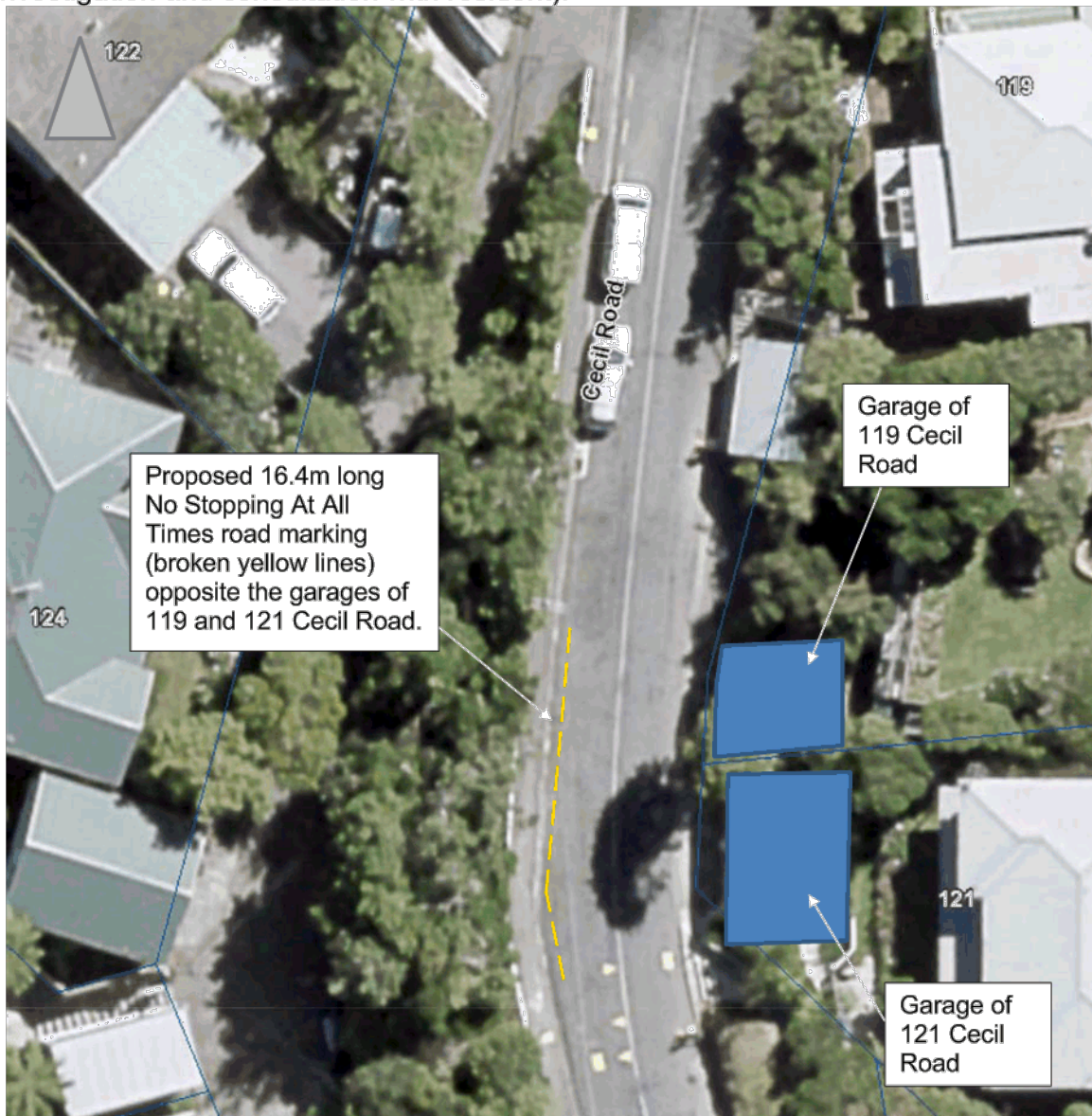
Date: 07/06/2019

WCC Contact:

Charles Kingsford
Principal Traffic Engineer
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Phone: +64 4 803 8641
Email: Charles.Kingsford@wcc.govt.nz

PROPOSED TRAFFIC RESOLUTION
Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Traffic Resolution Plan (Amended on 3 May 2019 following further investigation and consultation with resident):



TR16-19 Cecil Road, Wadestown
Proposed No Stopping At All Times Road Marking

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Previous Feedback Received (TR16-19):

Feedback Received:

Name: Charles Michael
Suburb: Wadestown
Agree: No

Parking is needed in that stretch of road, parking around Cecil road is dangerous with people often parking on blind corners. This part of the road is one of the safest places to park, taking it away will only make the rest of the road more congested and dangerous. The residents could consider reversing into their garages if they find it hard to get out as this is the safest and best way to get onto a road.

Name: Marilyn Little
Suburb: Wadestown
Agree: Yes

For the past year, I have had increasing problems exiting and entering my garage at 121 Cecil Road due to cars being parked directly opposite. The road at 119/121 is only 6 metres. It means that turning into our garages is fraught if anyone is parked directly opposite, I have had several occasions in the past year where I have simply been unable to use my car for days at a time - because I know that, based on 21 years' experience in using my garage, the turning circle is so tight that I am unlikely to get in or out without scraping the side of my car or hitting someone else. (I've just had a car repaired due to such a scrape, losing my no claims and paying an excess). Sure, I could take a bus. But my double garage is factored into my rating valuation, and the garage is designed to take cars off of the road. As it is, I currently feel I am paying for a garage / use of my car that is unusable 50% of the time. While younger than my neighbour at 119, I've been managing a health issue for the last 18 months. Two weeks ago, I was very ill and needed to see a doctor. Cars were parked across my garage (other spaces in the road were available) for three straight days, and in the end I had to taxi to and from my doctor and pharmacy at a cost of almost \$100. In ending, I have to say I feel increasingly stressed by the parking situation here. I would very much appreciate the TR that is proposed. While it wouldn't stop anyone parking in our turning circle, it would give them a clear indication that it isn't ok. Thanks in anticipation Marilyn Little 121 Cecil Road

Name: Karen Belt
Suburb: Wadestown
Agree: Yes

I live at 121 Cecil Road. At times I am unable to get out of or get into my garage due to parking opposite the garage. If I can't get out, I can't use my car. If I can't get in, I have to park on the road, therefore defeating the point of having a garage. I often hold up traffic as I manoeuvre in and out of my garage when I think I can make it without scraping my car (it depends on exactly how much space across from my garage is parked out.). My elderly neighbour at 119 has an even worse problem and is extremely distressed by the situation.

FEEDBACK RECEIVEDAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Hamish O'Brien
Suburb: Wadestown
Agree: Yes

I would ask you to consider extending the yellow lines past the planned garages and up past our driveway, the justification being from a safety concern. We have an off street steep uphill driveway and when backing down if there is a car directly opposite it is difficult to both see the car and there is increased risk we will hit it.

Name: Katherine Sutherland
Suburb: Wadestown
Agree: No

There only need to be Yellow lines outside 119 because 121 can easily do turning when backing out of their garage. I have observed when they come home from work they park on the street where you want to remove 2 car parking spaces. Added to this we were not consulted as we were away but we were back home on 4th February. The traffic volume in this area has increased and more cars are packing in this area, I, suggest you visit it after 7.00pm at night and at the weekends to see parked cars.. It also means when we have visitors where are they going to park. Suggest you put parking restrictions on the area where you want to remove the 2 car parks ie No parking between 17.00hours to 9.00hours at all times.

Name: Paul Wotherspoon
Suburb: Not stated
Agree: Yes

I am writing in support of the proposal to place broken yellow lines opposite the garages at 119 and 121 Cecil Road Wadestown.

Please note that I am one of the aggrieved parties so my submission will naturally be biased.

This has been a long standing problem but has got worse in recent years with the increase in cars demanding parking space, and a break-down in neighbourliness. Where once a request for space to exit/enter garages was usually met with a measure of compliance, of late there has been a noticeable and deliberate policy of defiance. For a while I was placing polite notices on the windscreens of persistent offenders but these were being returned to my car with the added note that 'you do not own the street'. There are a couple who use this part of the street for long term parking. One was there over the Christmas period for almost three weeks.

When I know that I will need to be going out the following day I have got into the practice of parking outside rather than being blocked in. As it is for the last week I have had to park outside every night being unable to get into my garage. I will be attaching some photos of recent blocking. I admit that I am unfortunate in having a garage only 2.1 metres wide at entry, but there is no way to rectify this without demolition and rebuilding.

FEEDBACK RECEIVED

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Name: Janine Troughton
Suburb: Wadestown
Agree: No

This part of Cecil Rd is one of the only reasonably wide parts in this area. If you remove this on street parking the cars will need to park on the narrower part of the road which will be more dangerous to all travelling this part of the road. I have viewed this part and surmise that #121 has reasonable room to reverse into their garage, much like most of us have to - myself included. #119 is nearly on the road, i assume he is on the encroachment part - perhaps this should be revised if he cannot safely get into his garage - but again, he can reverse in. I feel it will inconvenience many to satisfy the one in this case and do not feel it needed to have yellow lines removing the on street parking to the many houses in this area. Please do not put yellow lines on this part of Cecil Rd.
Regards, Janine Troughton

Name: Iain Macdonald
Suburb: Wadestown
Agree: No

It seems that the motive for closing this road off to parking is because the owner of #119 is a poor driver with a garage built when the family car was literally the Morris 1000. If you follow this logic you will rule out parking on a vast majority of streets in Wadestown. This location is not inner city it is a suburb. Families live in this street and many of us have two cars and bad or no access to off street parking. Parking is already at a premium in this area. There is already a very large area of parking lost due to the access to #122 et.al. PS. I have the strongest suspicion that this process is simply consultation theater. You have taken a crowd approach to the whole process and I have very little faith that any comments will be taken seriously.

Feedback Received (TR88-19):

Name: Paul Wotherspoon
Suburb: Wadestown
Agree: Yes

I am answering to it from Dubai where my computer has gone silly on me. I hope in time I am able to dispatch this. I will be unable to attend the next meeting, but would like to endorse everything that David and Charles have proposed, and together with Andy and all the others who have been involved with this, extend my thanks for their time and attention to it, whichever way it unfolds.

Name: Marc Paynter
Suburb: Whitby
Agree: No

I have had a good look at this proposal. I don't live near here and am not a user of the road. Therefore my view is quite independent and I have taken the time to consider it carefully to provide some balance. I hope this assists the decision makers.
If this was my property I would simply reverse into my garage from either direction. If I had difficulty doing this I would buy a smaller car. If I still struggled I would make sure there was nothing on the side walls inside the garage restricting my maneuvering. After that I would consider modifying the garage to remove the pillar between the two doors to create more off-road maneuverability. Somewhat of an expense but I would have considered this when I built or bought the property. If I found cars breaching the 1m from a driveway parking restriction, I would call Parking Services.

PROPOSED TRAFFIC RESOLUTIONAbsolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Painting yellow lines would be an easy answer, BUT after looking at the hundreds of garages with the same or less space to get in and out of around Wellington, if WCC approve this one, expect a tsunami of requests for the same.

Officers Response:

Thank you for taking the time to provide your feedback on the traffic resolution "TR 88-19 Cecil Road, No Stopping At All Times" proposed by Wellington City Council. We have reviewed all the feedbacks received during the public consultation and decided to progress the project to the next phase and seek the approval from the City Strategy Committee at Wellington City Council. While the Council officers try their best not to remove parking spots in the residential areas, we do need to ensure people are able to safely access their own garages.

Thank you again for your valuable input in our traffic resolution process. Please feel free to get in touch should you require further clarifications.

Name: J Harris
Suburb: Newtown
Agree: No

Retaining status quo incentives Wadestown residents to buy smaller or fewer cars.

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