

**Absolutely Positively  
Wellington City Council**

Me Heke Ki Pōneke

# Ordinary Meeting of Kōrau Tūāpapa | Environment and Infrastructure Committee Rārangi Take | Agenda

9:30 am Rāapa Wednesday, 15 Whiringa ā-rangi November 2023  
Ngake (16.09), Level 16, Tahiwī  
113 The Terrace  
Pōneke | Wellington



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## **MEMBERSHIP**

Mayor Whanau  
Deputy Mayor Foon  
Councillor Abdurahman  
Councillor Apanowicz  
Councillor Brown (Deputy Chair)  
Councillor Calvert  
Councillor Chung  
Councillor Free  
Pouiwi Hohaia  
Pouiwi Kelly  
Councillor Matthews  
Councillor McNulty  
Councillor O'Neill  
Councillor Pannett  
Councillor Paul (Chair)  
Councillor Randle  
Councillor Wi Neera  
Councillor Young

### **Have your say!**

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

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## AREA OF FOCUS

The Kōrau Tūāpapa | Environment and Infrastructure Committee has responsibility for:

- 1) RMA matters, including urban planning, city design, built environment, natural environment, biodiversity, and the District Plan.
- 2) Housing.
- 3) Climate change response and resilience.
- 4) Council property.
- 5) Waste management & minimisation.
- 6) Transport including Let's Get Wellington Moving.
- 7) Council infrastructure and infrastructure strategy.
- 8) Capital works programme delivery, including CCOs' and Wellington Water Limited's capital works programmes.
- 9) Three waters

To read the full delegations of this committee, please visit [wellington.govt.nz/meetings](https://wellington.govt.nz/meetings).

**Quorum:** 9 members



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# 1. Meeting Conduct

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## 1.1 Karakia

The Chairperson will open the hui with a karakia.

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

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

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

## 1.3 Conflict of Interest Declarations

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

## 1.4 Confirmation of Minutes

The minutes of the meeting held on 2 November 2023 will be put to the Kōrau Tūāpapa | Environment and Infrastructure Committee for confirmation.

## 1.5 Items not on the Agenda

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

***Matters Requiring Urgent Attention as Determined by Resolution of the Kōrau Tūāpapa | Environment and Infrastructure Committee.***

The Chairperson shall state to the hui:

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

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The item may be allowed onto the agenda by resolution of the Kōrau Tūāpapa | Environment and Infrastructure Committee.

***Minor Matters relating to the General Business of the Kōrau Tūāpapa | Environment and Infrastructure Committee.***

The Chairperson shall state to the hui that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent hui of the Kōrau Tūāpapa | Environment and Infrastructure Committee for further discussion.

## **1.6 Public Participation**

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

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



## 2. General Business

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# BERHAMPORE NEWTOWN TRANSPORT PROJECT HEARINGS

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### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee asks that committee members recognise the speakers who will be speaking to their submissions regarding the Berhampore Newtown Transport Project.

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

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

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

#### Relevant Previous decisions

As part of Paneke Pōneke, Wellington's 10-year citywide bike network plan, was approved in March 2021 to give people better low carbon transport options.

An important driver for this project is The Pūroro Āmua / Planning and Environment Committee's decision (4 August 2021) which noted the changes to align the Traffic and Parking Bylaw 2021 with the Parking Policy 2020 will result in new (or amendments to existing) traffic resolutions and changes to the eligibility criteria, the fees and use of certain types of existing parking permits. As part of another meeting on 23 February 2022, Pūroro Waihangā / the Infrastructure Committee issued a paper to officers containing an executive directive. In this committee paper, Newtown is identified as the priority suburb for parking management plans.

#### Financial considerations

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

#### Risk

- Low       Medium       High       Extreme

Author	Tian Daniels, Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That the Kōrau Tūāpapa | Environment and Infrastructure Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.
3. Note that the final decision for the Newtown Parking Scheme will be made at the Kōrau Tūāpapa | Environment and Infrastructure Committee on 30 November 2023.
4. Note that the final decision for the Berhampore to Newtown Bike, Bus and Pedestrian Improvements will be made at the Koata Hātepe | Regulatory Processes Committee on 13 December 2023.

## **Whakarāpopoto | Executive Summary**

2. This report to Kōrau Tūāpapa | Environment and Infrastructure Committee asks that committee members recognise the speakers who will be speaking to their submissions regarding the Berhampore Newtown Transport Project.

## **Takenga mai | Background**

3. Wellington City Council consulted with the community from Tuesday 12 September until Sunday 8 October. During this time 1538 submissions were received. 92 submitters confirmed their request to make an oral submission to the of Kōrau Tūāpapa | Environment and Infrastructure Committee.
4. Details on the project can be found on the Wellington City Council Website: [Berhampore Newtown | WCC Transport Projects](#).

## **Kōrerorero | Discussion**

5. Attachment 1 comprises of the speakers' submissions. Attachment 2 comprises of additional speakers submissions received after attachment 1 was compiled.
6. The list of speakers and the page number of their submissions are provided at the end of this report.
7. If any further requests to speak are received, their written submissions will be circulated.

## **Ngā mahinga e whai ake nei | Next actions**

8. Decisions on the Newtown Parking Scheme are scheduled to be considered at the meeting of Kōrau Tūāpapa | Environment and Infrastructure Committee on November 30 2023. The full submission document will be published alongside that meeting's agenda.
9. Decisions on the Berhampore to Newtown Bike, Bus and Pedestrian Improvements are scheduled to be considered at the meeting of Koata Hātepe | Regulatory Processes Committee on December 13 2023. The full submission document will be published alongside that meeting's agenda.

## Wednesday 15 November Oral Submitters

Name	Organisation	Submission Page Number
Stephen Day		19
Stephen Maslin		24
Nicholas Cameron		31
James Sullivan		35
Peter Campbell		39
Lucy		45
Simon Barron		49
Sally Ogle		53
Dylan Packman		57
Chris McKeown		61
Khoi Phan		65
William Levack	University of Otago	69
Haydon Miller (NZIBS Registered Building Surveyor)		77
Joy Teutenberg		81
Ellen Blake	Living Streets of Aotearoa	84
Anna Christian		91
Sarah Vidler		95
Sam Caino		99
Tania Strauss		103
Terry Collins		107
Blair Rutherford	Berhampore Locks	111
Fleur Rohleder / Michael Dombroski	Fire and Emergency New Zealand	118
Emma Osbourne		125
James Fraser	We Are Newtown	129
Sohail Kashkari		113
Eamonn Marra		137
Ken Allen		141
Katherine Mcluskie		145
Tracy Hall		149

Helen Grove		154
Frances Mountier		163
Suzanne Miller		167
Miriam Moore	Women in Urbanism	171
Bethany Miller		175
Maureen Blakemore		181
Anja Mizdrak		185
James Harris		192
Bryce Golden-Chen		197
Sai		205
Julie Crisford		209
Michelle Curel	Newtown Medical Centre	213
Bogdan State		217
Marion Leighton		237
Marion Leighton	DAST	225
Flavia Figueiredo Machado		242
Eliza Oldfield		246
Ruth Grimes		250
Jonathan Markwick		254
Ben Gittos		258

### Thursday 16 November Oral Submitters


Name	Organisation	Page Number
Christina Tyson	The Salvation Army Newtown Centre	262
Patrick Morgan	Cycling Action Network	268
Jo Lambert		272
Tony Paine		276
Beth Walker	Mary Potter Hospice	283
Chris Peace		287
Aperahama Locke		291

Raewyn Hailes	CCS Disability Action	295
John Ong		299
Carol Comber		303
Patrick Lui		309
Ruth Fraser		313
Eddie		319
Michael Hoy		325
George		329
Peter Nunns		333
Rebekah Soper		337
Linda Beatson		341
Iain MacLeod		345
Katherine Nordmeyer		452
Neil Ranger		442
Alex Dyer	Cycle Wellington	349
Alex Dyer		355
Mahesh Parmar		221
Amanda		446
Tam Webster		359
Catherine		363
Adam Cheney		367
Elspeth White		371
Rakesh Patel		386
Steve Cosgrove		390
James Barber		394
Rhona Carson	Newtown Residents Association	398
Leah Murphy		406
Paul Robinson		410
Brock Abernethy		456
Justin Swift		414
Emma Murphy		422
Maddalena Dal Sasso		426
Jenny Cochrane		430

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Radhika Budhia		434
John-Luke Day		438

**Attachments**

- Attachment 1. Berhampore and Newtown Traffic Project - Written Submissions [↓](#)  Page 15
- Attachment 2. Berhampore and Newtown Traffic Project -Additional Written Submissions Page 442
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**Berhampore to Newtown bus and bike route, and  
Berhampore to Newtown parking scheme proposals**  
Oral submitters feedback

**12 September - 8 October 2023**

Name	Suburb	Providing feedback as:	Project	Page
Stephen Day	Island Bay	An individual	Both	1
Stephen Maslin	Newtown	An individual	Both	6
Nicholas Cameron	Newtown	An individual	Both	11
James Sullivan	Johnsonville	An individual	Both	15
Peter Campbell	Berhampore	An individual	Both	19
Lucy	Wilton	An individual	Parking scheme	23
Simon Barron	Breaker Bay	An individual	Both	27
Sally Ogle	Island Bay	An individual	Both	31
Dylan Packman	Brooklyn	An individual	Both	35
Dr Christopher McKeown	Island Bay	An individual	Bus, bike and walking	39
Khoi Phan	Brooklyn	An individual	Both	43
William Levack		University of Otago	Parking scheme	47
Haydon Miller		An individual	Both	51
Joy Teutenberg				55
Ellen Blake		Living Streets Aotearoa	Bus, bike and walking	58
Anna Christian	Newtown	An individual	Parking scheme	62
Sarah Vidler	Newtown	An individual	Both	66
Sam Caino	Berhampore	An individual	Both	70
Tania Strauss	Newtown	An individual	Both	74
Terry Collins	Berhampore	An individual	Parking scheme	78
Blair Rutherford	Berhampore	An individual	Both	82
Fleur Rohleder		Beca (on behalf of) Fire and Emergency NZ	Bus, bike and walking	87
Emma Osborne	Vogeltown	An individual	Both	91
James Fraser	Newtown	An individual	Both	95
Sohail Kashkari	Newtown	An individual	Parking scheme	99
Eamonn	Berhampore	An individual	Both	103
Ken Allen	Mount Cook	An individual	Bus, bike and walking	107
Katherine McLuskie	Newtown	An individual	Parking scheme	111
Tracy Hall	Island Bay	An individual	Both	115
Helen Grove			Parking scheme	120
Frances Mountier	Newtown	An individual	Both	124
Suzanne Miller	Makara	An individual	Both	128
Miriam Moore	Tawa	Women in Urbanism	Both	132
Bethany Miller	Kingston	An individual	Both	136
Maureen Blakemore	Vogeltown	An individual	Both	142
Anja Mizdrak	Berhampore	An individual	Both	146
James Harris	Newtown	An individual	Parking scheme	150
Bryce Golden-Chen	Island Bay	An individual	Both	154
Sai Vea	Island Bay	An individual	Both	158
Julie Crisford	Island Bay	An individual	Both	162
Michelle Curel	Other	Newtown Medical Centre	Both	166
Bogdan State	Berhampore	An individual	Both	170
Mahesh Parmar	Island Bay	An individual	Both	174



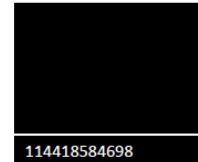
		Doctors for Active Transport	Bus, bike and walking	178
David Tripp				
Dr Marion Leighton	Newtown	An individual	Both	182
Flavia Machado	Island Bay	An individual	Both	187
Eliza Prestidge				
Oldfield	Newtown	An individual	Both	191
Ruth Grimes		An individual	Bus, bike and walking	195
Jonathan Markwick	Brooklyn	An individual	Both	199
Ben Gittos	Newtown	An individual	Both	203
		The Salvation Army		
Christina Tyson	Newtown	Newtown Centre	Parking scheme	207
Patrick Morgan	Newtown	Cycling Action Network	Both	211
Jo Lambert	Berhampore	An individual	Both	215
Tony Paine		Mary Potter Hospice	Parking scheme	219
Beth Walker	Island Bay	An individual	Both	222
Christopher Peace	Berhampore	An individual	Parking scheme	226
Aperahama Locke	Berhampore	An individual	Both	230
Raewyn Hailes	Johnsonville	CCS Disability Action	Parking scheme	234
John Ong	Newtown	An individual	Both	238
Carol Comber		An individual	Parking scheme	242
Patrick Lui	Karori	An individual	Parking scheme	246
Ruth Fraser	Berhampore	An individual	Both	250
Eddie S	Island Bay	An individual	Bus, bike and walking	256
Michael Hoy	Berhampore	An individual	Bus, bike and walking	260
George	Miramar	An individual	Parking scheme	264
Peter Nunns	Berhampore	An individual	Both	268
Rebekah Soper	Newtown	An individual	Both	272
Linda Beatson	Mount Cook	An individual	Both	276
Iain MacLeod	Seatoun	An individual	Both	280
James Burgess		Cycle Aware Wellington	Both	284
Alex Dyer	Island Bay	An individual	Both	287
Tam Webster	Newtown	An individual	Both	291
Catherine	Brooklyn	An individual	Both	295
Adam Cheney	Island Bay	An individual	Both	299
Elspeth White	Berhampore	An individual	Bus, bike and walking	303
Rakesh Patel	Newtown	An individual	Both	307
Steve Cosgrove	Newtown	An individual	Both	311
James Barber	Newtown	An individual	Parking scheme	315
		Newtown Residents' Association		
Rhona Carson			Parking scheme	319
Leah Murphy	Island Bay	Frocks on Bikes	Bus, bike and walking	323
Paul Robinson	Newtown	An individual	Parking scheme	327
Justin Swift	Berhampore	An individual	Bus, bike and walking	331
Emma Murphy	Island Bay	An individual	Both	339
Maddalena Dal Sasso				
Sasso	Aro Valley	An individual	Bus, bike and walking	343
Jenny Cochrane	Newtown	An individual	Both	347
	Strathmore			
Radhika Budhia	Park	An individual	Parking scheme	351

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John-Luke Day	Berhampore	An individual	Both	355
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Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Stephen Day	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Strongly support**

**Do you have any comments to make about the overall proposed changes?**

I live in Island Bay and commute each day to town by bike or foot. My family also commutes through Berhampore to Wellington High School or Wellington Hospital (where my partner works) by bus, foot or bike. We all have a keen interest in seeing a safe, efficient bike path that connects Island Bay to Newtown and the city. Currently, the least safe part of my journey as a cyclist to town is between Island Bay and Berhampore, where I am sharing the road with cars and there can be a lot of traffic. The traffic can be unpredictable around Wakefield Park with people competing for carparks and doors opening onto the street. I am a strong supporter of separated cycleways to make cycling more appealing and popular. I am also a strong supporter of measures to make driving cars through Island Bay and Berhampore less appealing. I cycle up Riddiford and Rintoul streets several times a week as part of my commute between Island Bay and town. I support pedestrian upgrades, bike lanes on Rintoul St, 30 kmh speeds, and parking removal. I would prefer protected bike lanes on both sides of Rintoul St. I don't like sharing such a skinny road with so many parked cars. The moving cars are generally pretty responsible, but parked cars obscure my vision, take up a large amount of room, and, when they have people inside them, can act unpredictably – often opening doors without looking or pulling out when they think there is a gap in car traffic. Please include protected bike lanes on both sides of Rintoul St. If that cannot be done, I would like to see at least one lane of parked cars removed from Rintoul Street to encourage safer biking and more use of public transport on the street. I am also a parent of teenagers who play football at Wakefield Park both for Island Bay United and their high school team. They and I are at Wakefield Park regularly throughout the week for trainings and games. Most of the time, we bike to and from Wakefield Park. We also successfully use public transport or car-sharing arrangements to get to football games in most other parts of the city. I do not believe that Wakefield Park needs as many adjoining carparks on public roads as it currently has. I would rather it had dedicated public transport and WCC support for carsharing to get football

players to and from the ground during peak use times. I prefer continuous, protected bike lanes on both sides of Adelaide Rd. Six reasons I support designated and separated cycle lands on both sides of the roads through Berhampore and Newtown are:

**Enhanced Safety:** One of the primary reasons for supporting this cycleway extension is the improvement it would keep cyclists safer and thus encourage more people to cycle. Encouraging more people to use bikes not only reduces traffic congestion for everyone else but also contributes to the wellbeing of our community. A dedicated and separated route for cyclists reduces the risk of accidents and injuries on our roads, making our streets safer for everyone.

**Active Transport:** Encouraging residents to cycle instead of relying solely on motor vehicles improves air quality, reduces greenhouse gas emissions, and improves public health. It also aligns with our city's commitment to reducing its carbon footprint and addressing climate change.

**Improved Connectivity:** The proposed cycleway extension would connect Island Bay and Berhampore to Newtown and the city, making it easier for people to get to shops, jobs, schools and services in the areas. This improved connectivity can help reduce travel times for both cyclists and drivers.

**Boosting Local Businesses:** Cycleways often lead to increased foot traffic and visibility for local businesses along their routes. By attracting more cyclists to the area, this extension could potentially support local businesses in Berhampore and Newtown. Cyclists are more likely to stop at local shops and cafes, contributing to the vitality of our neighbourhoods.

**Community wellbeing:** Biking promotes physical fitness and mental wellbeing. Safe and accessible cycling infrastructure encourages more people to lead active lifestyles. The cycleway extension would not only serve as a practical transportation corridor but also as a recreational space, fostering a sense of community and wellbeing.

**Aesthetic and te taiao:** Well-designed cycleways can enhance the visual appeal of a suburb. Removing cars and incorporating plants and sustainable design elements contributes to the aesthetic of our city. Additionally, having fewer cars improves air quality and noise pollution, as we saw during the COVID-19 lockdown in 2020.

I believe that the Berhampore Newtown Cycleway Extension aligns with the 2021-2031 long Term Plan goal to be an inclusive, sustainable and creative capital for people to live, work and play. It has the potential to enhance safety, improve connectivity, support local businesses, and contribute to the wellbeing of Wellington's residents. I urge the Wellington City Council to move forward with this initiative and invest in the future of our city. Thank you for your time and consideration. I look forward to seeing this project come to fruition and making Wellington an even more bike-friendly city. Tēnā koutou

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Oppose</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I travel through the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

### Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Don't know</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
I would like to see far fewer public car parks in Berhampore and Newtown. Island Bay, Berhampore and Newtown have one of the best public transport lines in NZ and yet we still have tens of thousands of cars making a very short trip through Newtown and Berhampore to the CBD each day. We need to remove the subsidy that we provide to cars in the form of free or cheap public parking on road space. Instead, we should prioritise the use of that public space for improving our health, climate and community wellbeing. Car parks obscure visibility for cyclists, pedestrians and car drivers. They use up valuable land space and they make travelling more dangerous.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I regularly travel through the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Easier</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	

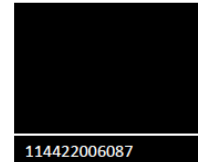
**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

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<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Stephen Maslin	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Strongly support**

**Do you have any comments to make about the overall proposed changes?**

I avoid this stretch of Adelaide Road on my bike, and I am a confident cyclist. I would love to visit Island Bay more as I live so close but it is very sketchy with close passes and too much parking. I love going to the beach and the south coast but again I avoid this stretch of Adelaide Road which those who know me will be surprised by as I tackle most Wellington streets by bike. I support these plans, but they do not go far enough. Specifically, these plans lack: - bike connections to Kilbirnie via Wilson St or Constable St - bike connections to Melrose and Houghton Bay via Mansfield St, Roy St, and Russell Tce - safe, attractive, and protected bike connections along Riddiford St from Mein St to Mansfield St - setting area-wide 30 kmh speeds on shopping and residential streets. These connections were included in earlier plans. To achieve the Council's mode shift, safety, and climate goals we need a transformative approach, not just one route. WCC has been planning bike lanes here as far back as 2014. Any further delays to safe streets are unacceptable. The faster these are done the less pain Wellington will experience in what would become a long transition period. This is a good step in the right direction to make it easier to get around the city by walking, cycling and public transport. I am safer cycling on protected bike lanes.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

I support pedestrian upgrades, bike lanes on Rintoul St, 30 kmh speeds, and parking removal. I prefer protected bike lanes on both sides of Rintoul St. Painted bike lanes and sharrows do not provide adequate protection. I don't like sharing a busy lane with traffic at 50 kmh. Include



protected bike lanes on both sides of Rintoul St. If that can't be done, reduce the speed limit to 30 kmh anywhere where bikes will have to mix with general traffic.

**Do you support proposed changes to Luxford Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

I support pedestrian upgrades, bike lanes on Luxford St, 30 kmh speeds, and parking removal.

**Do you support the proposed speed changes on Luxford Street?**

**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

I avoid biking Adelaide Road and generally do not go to Island bay if I can avoid it as this section is so dangerous for cyclists. THIS needs to be improved. With this in mind I support pedestrian upgrades, bike lanes on Adelaide Rd, and parking removal. I prefer continuous, protected bike lanes on both sides of Adelaide Rd. Painted bike lanes, sharrows, and shared paths do not provide adequate protection. I don't like sharing a busy lane with traffic at 50 kmh. Include protected bike lanes on both sides of Adelaide Rd. If that can't be done, reduce the speed limit to 30 kmh anywhere where bikes will have to mix with general traffic.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Strongly support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).

**Strongly agree**

The proposed changes will make it safer and easier for younger or less experienced people on bikes.

**Strongly agree**

The proposed changes will make it safer and easier for people walking.

**Strongly agree**

<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Strongly agree</b>
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**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
<p>First off, well done counsellors for tackling such a divisive topic, when you say PARKING people loose. their. minds! High demand for a limited number of spaces isn't working. Gasoline and parking are necessity for cars, but gasoline isn't free, why should parking be? This leads to high demand, shortages of parking, vehicle's cruising for parking, creating traffic, congestion and more dangerous streets. This is hazardous for more vulnerable road users such as cyclist, scooters, skateboards and pedestrians. People are missing hospital appointments due to cruising for parks. THIS is what I have observed living in Newtown for 11 years. Making sure the plan is delivered in conjunction with the completed Island Bay to City connected cycle route and improved public transport infrastructure to give those who work at the hospital or in the area safe alternatives to travel if they prefer not to pay for parking. The plan should include traffic calming measures. The plan should include options for on street secure covered biking parking for residence, making the option of living car free easier for those with limited storage space. These could look like the Bike Hangers on page 14 of the Waka Kotahi cycle parking planing and design <a href="https://www.nzta.govt.nz/assets/resources/cycle-parking-planning-and-design/cycle-parking-planning-and-design.pdf">https://www.nzta.govt.nz/assets/resources/cycle-parking-planning-and-design/cycle-parking-planning-and-design.pdf</a> The plan should included allocated Car Share only spots at regular intervals. Small vehicles should be prioritised in the permit rounds in the same category as EVs. Larger vehicles are more common, dangerous and take up more space. These should be low on the permit plan Larger vehicles (based on weight and size) should be allocated in a new group 10 in the order of permit allocation rounds and/or pay increased permit fees due to taking up more parking real estate. There should be a platform for residence to sell visitor day passes as an aftermarket option. This helps give residence more control over their suburb. This could be done in partnership with the hospital. That way nurse and other lower paid workers may be able to get cheaper on street parking such as \$5 per day.</p>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown west</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
At the moment we still use a car with our two kids in car seats but we plan to trial retiring our car in favour of buses, bikes and car share once they are out of car seats.
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>One</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much easier</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly support</b>
A maximum of two resident permits per dwelling.	<b>Strongly support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly support</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly support</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
Small vehicles should be prioritised in the permit rounds in the same category as EVs. Larger vehicles are more common, dangerous and take up more space. These should be low on the permit plan. Larger vehicles (based on weight and size) should be allocated in a new group 10 in the order of permit allocation rounds and/or pay increased permit fees due to taking up more parking real estate.	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
<p>My mother helps with the kids on Fridays, she will often drive and 120min is not enough time for this, 180min would be better, this also is more in line with visitors such as family dinners or birthdays, 180min is a more realistic timeframe for such festivities than 120min. From experience 180min is more realistic for hospital visitor appointments as appointments can often run late, just last year I waited 1 hour to see a specialist for a routine appointment. MRI's and x-rays and other outpatient procedures can often take, when taking in admission to discharge, take about 3 hours. This will however make finding parking much easier as people who are visiting for the whole day will find other modes of transport or pay for the parking provided at the hospital or locally (such as Wilson Hall St parking) making it possible to find a park for shorter visits, which can often be nightmarish at the best of times. This will be a boon for the local shopping precinct as again, people will not be put off from finding a park as this becomes an easier affair.</p>	

## 4.6. Lockers and other small enclosures

A secure locker designed to accommodate a single cycle is a good long-stay cycle parking option particularly for transit hubs.

A visually permeable design is better for crime prevention, best suited to drier climates and indoor areas. Mostly solid sides are better for rainy climates, but some cross ventilation helps dry raingear that has been hung over the bike.

There are numerous access control choices, including coin-operated locks and subscriber keys/cards. Auckland experience has shown that key operated lockers are difficult to manage and have removed bike lockers as a result. In contrast, Greater Wellington continues to provide bike lockers at ten train stations.

Compared to multi-bike area enclosures, lockers are more costly and require more space per bike.



Figure 26: partially permeable locker, Bielefeld Germany (A. Wilke)

One of the original communal enclosures, the “Bikehangar” (Figure 27) was designed in the UK and thousands have been installed in residential areas. This solution gets around the lack of secure cycle parking within multi-unit residential developments. Such an enclosure fits in the same space as one motor vehicle but can store up to six bicycles (or scooters, prams, cargo bikes, etc.). Each unit can be assigned to particular residents or blocks of apartments, or be available to the general public. Access is usually secured by the user’s own lock or combination locks with a master key for local authority use. The latest generation of these structures have optional digital access with remote monitoring.



Figure 27: communal “Bikehangar” for up to six bikes or cargo bikes, London (Cyclehoop)



Figure 28: bike enclosures for one or two bikes, Napier (J. Lieswyn)

Enclosures for one or two bikes provide rain protection and higher security than a standard cycle stand, because accessories or parts cannot be easily accessed (Figure 28). These may be secured with a user-provided padlock or accessed via an electronic card lock.

#### 4.7. Restricted access enclosures

*NB: See section 4.2 for specific layout parameters.*

Enclosures provide rain and UV protection and generally have electronic card access. They may utilise any acceptable stand type, again providing some spaces for longer cargo bikes and trailers. Such facilities are often called bike sheds or bike cages. Enclosures may be stand-alone or contained within a building.



*Figure 29: enclosure with swipe card access, electric gate, security cameras – Univ. of Canterbury (G. Koorey)*



*Figure 30: a controlled access "bike shed" in Sydney (Transport NSW)*

Cycle parking spaces within a building provide secure restricted access for commuters, residents of multi-family or apartment buildings, and public transport riders. They should:

- have power supply for charging e-bikes
- have sliding gates or doors, ideally motor-actuated for ease of use with automatic closure; a manual door release on the inside is required for safety
- have security cameras if the area in or around the enclosure is public
- not use chain mesh for a surrounding security layer, as it is easily cut
- ideally be located close to a changing area with lockers (or include them on-site)
- may require users to sign a contract to ensure they understand their obligations (e.g. what constitutes abandonment, security procedures, etc) or include signage to communicate this



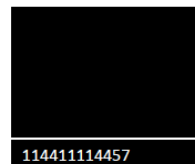
*Figure 31: cycle parking with motorised sliding doors and e-bike charging, Christchurch bus exchange (J. Lieswyn)*



*Figure 32: access-controlled public bike parking in a parking building, Christchurch (J. Lieswyn)*

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Nicholas Cameron	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
Personally, I don't find the route too bad on a bike currently, but I've been cycling for years. I think the proposal will make things better and safer for new and young cyclists without too much downside. Please change the speed limit in Newtown from 40 to 30. For such a busy area with two primary schools, it would make sense to bring it inline with other safer speed areas in Wellington.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Neutral</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Most of the proposal looks great. However, I don't support the changes to parking on Riddiford St. These parks are valuable for Riddiford St shops and drop off/pick up for Newtown School. As a cyclist, I'd prefer to lower the speed limit and reduce two traffic lanes on the west side to one lane and a bus lane

<b>Do you support proposed changes to Luxford Street?</b>
<b>Support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Support</b>

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Bicycle**

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Neutral</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Disagree</b>

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Support**

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

I think the scheme is necessary and it is well-designed. However, I think the hospital and council need to find a solution for hospital staff parking before the scheme is implemented. Doctors and nurses work long shifts and anti-social hours, many work at multiple hospitals (e.g., Lower Hutt or Kenepuru) on the same day, or have on-call commitments. If they are delayed, it can affect other staff and numerous patients. We can't expect all these people to take buses or cycle - in many cases buses simply aren't running when shifts start or finish. Of all the workers in Wellington, these are probably the ones for whom driving to work is most necessary.



<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
<b>We'll need to keep parking our cars since we have no off-street parking</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Two</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Don't know</b>

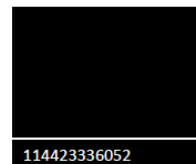
<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	<b>Strongly support</b>
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	<b>Strongly support</b>
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Oppose</b>
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	<b>Strongly support</b>
<b>A maximum of two resident permits per dwelling.</b>	<b>Support</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Neutral</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Support</b>

<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Strongly support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
I think 8-6 would be a better time limit - there is little parking pressure between 6pm and 8pm and it would give residents more flexibility. Regarding the prioritisation of residents, categories 6a and 6b, I think these should be extended to all such homes, not just flat shares. If there is a need for two adults to own use two cars, then that need doesn't change based on whether those two adults are in a single family or a flat share, if anything a single family are likely to have a higher need due to children.	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
The boundaries of the scheme seem mostly good, however, I would like to see them extended to include the area around the zoo, the end of Owen St, and some of Manchester St. These areas get very difficult to park in on specific days (during summer, when the zoo has a promotion, etc). With the new development at 175 Owen St, and the redevelopment of the bowling club, I expect this to get worse. Having the scheme boundary here will create even more pressure.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> James Sullivan	<b>SUBURB:</b> Johnsonville	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
The changes are a massive step forward in improving safety for active transport mode users. However it still fails to meet the aims of providing safe infrastructure to encourage less confident cyclists. It also fails to meet WCCs own speed guidance with cyclists having to share the road with high speed and high frequency traffic. The inlane bus stops are another great improvement. But will require drivers to pull up closely which they often fail to do. Resulting in large gaps and defeating much of the purpose.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
The changes are a massive step forward in improving safety for active transport mode users. However it still fails to meet the aims of providing safe infrastructure to encourage less confident cyclists. It also fails to meet WCCs own speed guidance with cyclists having to share the road with high speed and high frequency traffic.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
The proposed changes are a huge step forward from the status quo. I can't wait to see it in place.
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
The changes are a massive step forward in improving safety for active transport mode users. However it still fails to meet the aims of providing safe infrastructure to encourage less confident cyclists. It also fails to meet WCCs own speed guidance with cyclists having to share the road with high speed and high frequency traffic.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Oppose</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I do recreational activities in the area (e.g. running, walking etc.)</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly agree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Agree</b>

## Berhampore and Newtown parking scheme

Overall, do you support the proposed Berhampore and Newtown parking scheme?
<b>Support</b>
Do you have any comments to make about the overall proposed scheme?

Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?
<b>No</b>
If you park in the parking scheme area, what parking do you have access to and/or use most of the time?
What is your main relationship to the Berhampore and Newtown parking scheme area?
<b>I regularly travel through the area</b>

If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?
If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?
Why did you select that answer?
If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?
If you live in the area, how many vehicles are owned by people in your home?
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
<b>No change</b>

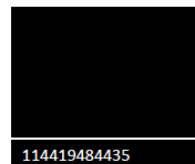
Do you support the scheme's proposed parking restrictions?	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Neutral</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly support</b>

<b>A maximum of two resident permits per dwelling.</b>	<b>Strongly support</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Strongly support</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Strongly support</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Strongly support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
I think it needs to be made clear how the parking controls will apply to tradespeople doing work. Even if we end up needing to put in some sort of 'tradie' parking at regular intervals.	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Neutral</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Neutral</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Peter Campbell	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Oppose</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I support the idea of making cycling safer for all people. Though this is the case, the nature of the proposed changes will have a profound impact on a huge number of the residents living in these areas, and potentially the businesses in these areas who rely on out-of-suburb customers to keep themselves viable. It is these businesses which help give Berhampore its sense of community. Shifting the bus stop on Luxford St to Adelaide Road also has the potential to create a major bottle-neck at morning and evening rush hour commutes, something already happening with in the evening with parked cars on the existing loading zones. This may also create a safety hazard as the cycle lanes stop in this section of the plan therefore putting cyclists at risk.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
My house is on Luxford St and if the existing plan is implemented it will mean the loss of car parking on both sides of the street and very high demand for the remaining parks. For us to create off-street parking there will be substantial expense involved, and most likely the removal of

mature trees and therefore greater runoff into the stormwater network. We will also loss privacy, important as we live on a main thoroughfare. My house is cross-zoned commercial/residential and in the existing plan has been designated commercial, therefore meaning there is no option of being offered residents parking. Removing the turning bay on the eastern end of Luxford Street will have a major impact on residents (Milton, Rintoul), and I would suggest is unlikely to be adhered to by some motorists. Further options could be explored. I'm dubious about the improvements offered by combining bus stops and shifting to 460-464 Adelaide Road. As already stated this could have a major impact on north-bound traffic flow and cyclist safety, along with shifting a large number of commuters onto a narrow footpath. There are also driveways for two large apartment blocks on either side of the proposed stop.

**Do you support the proposed speed changes on Luxford Street?**

**Support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**

Wakefield Park is a major sporting facility used by people from throughout Greater Wellington. I have a daughter who plays football regularly at this facility so have direct experience of this. Expecting many people to either cycle or bus to this facility is overly optimistic, particularly when considering where they're travelling from and the times and days they're doing it. Many younger people use this facility and it is regularly families who attend for training, games and spectating. Most commonly these people travel to the ground in private vehicles. As the bus network is still very unreliable this compounds the problem of shifting people out of these vehicles.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Don't know**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Motorcycle or motor scooter**

<p>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</p> <p>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</p>	<b>Don't know</b>
	<b>Agree</b>



The proposed changes will make it safer and easier for people walking.	Neutral
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Don't know

### Berhampore and Newtown parking scheme

Overall, do you support the proposed Berhampore and Newtown parking scheme?
<b>Strongly oppose</b>
Do you have any comments to make about the overall proposed scheme?

Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?
<b>Yes</b>
If you park in the parking scheme area, what parking do you have access to and/or use most of the time?
<b>On the street (unrestricted)</b>
What is your main relationship to the Berhampore and Newtown parking scheme area?
<b>I live in the area</b>

If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?
<b>Berhampore zone</b>
If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?
<b>Very likely</b>
Why did you select that answer?
Currently we only have on street parking outside an existing 1960s garage which is too small to park a car in.
If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?
<b>Undecided</b>
If you live in the area, how many vehicles are owned by people in your home?
<b>One</b>
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Neutral
Only people who live in the area being able to apply and pay for an annual exemption permit.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Neutral
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Neutral
A maximum of two resident permits per dwelling.	Support
Putting a cap on the total number of resident permits that can be issued for the parking zone.	Neutral
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
Group 2 of the prioritised permits gives imperative to a population segment predominantly wealthier segment of the current population. Group 3 uses arbitrary dates (1930s, 1940s) to prioritise parking. There seems to be little consideration of the impacts of nearby parking loss or specific needs in the prioritisation. The only part of this segmentation I have no issue with is Group 1.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Oppose
The boundaries of the scheme and zones as shown on the map.	Don't know
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
I am speaking only about the Berhampore segment of the proposed parking. With the volume of displaced vehicles and the disjointed nature of the P120 zones, there will be increased pressure on surrounding areas not included in the zone. It is likely that many people will have to park long distances from their houses, which is very problematic for the elderly, families with young children, and less mobile residents. Berhampore as a suburb has a very large number of dwellings with no off street parking.	

**From:** [REDACTED]  
**To:** [Newtown Berhampore Project](#)  
**Subject:** Proposed Newtown & Berhampore Parking Scheme  
**Date:** Saturday, 7 October 2023 10:38:23 pm

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To whom it may concern,

We are writing to outline our concerns for the proposed parking scheme in Newtown and Berhampore. We live at 29 Luxford St, Berhampore, and are directly affected by these changes. Parking will be removed outside our house, and it is uncertain if we will qualify for a parking permit due to the criteria for their allocation. The parking removal will also pose other challenges for us.

We have already submitted feedback and attended a public session on this matter. However, there are some specific issues we'd like to address in this letter and seek clarification on.

During the public session, we were shown a map that placed our house in the Berhampore commercial zone at the intersection of Luxford St and Adelaide Road. We were informed that this would disqualify us from obtaining an on-street parking permit. This zoning surprised us because we have lived in our house for over 20 years, it's solely a residential property, and has been since it was built in the 1940s. We would appreciate the opportunity to discuss this with a council representative.

The property includes a garage built in the 1960s that is too small for modern vehicles. We use the space in front of the garage to park our car, unload groceries, and manage our garden waste. However, with the new cycle lane planned, this parking spot will no longer be available. We are a family of four with only one car, due to the changes we are concerned about where we will be able to park in the future.

Constructing a new garage or modifying our property to accommodate a car would be costly and may involve removing mature trees, increasing stormwater runoff, and compromising our privacy. As instituting these changes would come at considerable cost, this would be challenging given our financial situation. As near-by parking would no longer be available for tradespeople, it also begs the question how this work could easily be carried out.

Additionally, we would like to address the way parking permits are being scheduled. While there are good intentions, it seems that the plan overlooks the residents most affected by the changes, who will lose parking near their homes to accommodate the new road layout. We believe it's essential to prioritise these residents in the initial permit allocation since they are making significant sacrifices for the community's benefit.

Furthermore, it's unclear whether all Berhampore and Newtown residents will be required to purchase parking permits or if it only applies to specific areas highlighted on the maps. This creates the possibility that some residents will incur the inconvenience

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and cost of parking permits while others are unaffected. Given that these changes benefit most Southern Suburbs residents, it raises questions about whether a few are shouldering the financial burden for the majority.

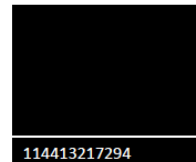
Lastly, we are concerned about the timing of these changes, with April 2024 mentioned as a possible start date. This gives affected residents little time to plan for and make necessary changes. We suggest giving more time, and addressing existing bus issues before implementing the planned changes.

In conclusion, we would like to discuss our zoning with a council representative, acknowledge our garage's limitations, and understand how parking for our car will be managed. We also seek clarification on our qualification for the parking permit allocation.

Regards,  
Peter & Claudia Campbell

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Lucy	<b>SUBURB:</b> Wilton	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>

<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>

<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>

<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>

<b>Do you have any comments to make about the proposed design for this section?</b>

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<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
<p>I own a business in Newtown and do not live close-by. There is no bus scheme from where I live to Newtown, because of our fabulous public transport, so driving is the only way. If you also want to support businesses in the area as well as have your P120 cake and eat it too, you should allow at least one permit per business in the commercial areas such as Constable St so we can actually stay in trade and be part of the community. A lot of businesses are sole charge and we already have issues with safety in the Newtown area - I agree with other comments, ESPECIALLY from hospital workers who are worried about having to walk half an hour in the dark to a vehicle through the neighbourhood. 1.) Not everyone is able to do so, and 2.) this disadvantages people who are more at risk of being victims of crime. I do support residents being able to secure more parking and slightly more turnover in the Newtown area - that benefits both residents and businesses - but you have to make sure we can actually still operate our shops and our medical facilities. Wellington simply does not have the infrastructure you talk of yet to be able to support the parks being taken away with solutions like PT because .</p>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I own or manage a business in Berhampore or Newtown</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very unlikely</b>
<b>Why did you select that answer?</b>
<b>I'm not a resident. I'm a business owner.</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very unlikely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	<b>Strongly oppose</b>
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	<b>Strongly oppose</b>
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Strongly oppose</b>
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	<b>Strongly oppose</b>
<b>A maximum of two resident permits per dwelling.</b>	<b>Oppose</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Strongly oppose</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Neutral</b>

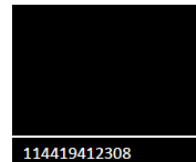
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Strongly oppose</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
I think that residents in the area should be guaranteed parking, but the system as it is now is relatively functional. The proposed system disadvantages flatshare houses that have multiple adults not in a family environment who may have more than one vehicle and separate lives.	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly oppose</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
I own a business on Constable St, and do not live in Newtown. There is no bus scheme from where I live to Newtown, so driving is the only way. If you also want to support businesses in the area as well as have your P120 cake and eat it too, you should allow at least one permit per business in the commercial areas such as Constable St so we can actually stay in trade.	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Simon Barron	<b>SUBURB:</b> Breaker Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly support**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Do you have any comments to make about the proposed design for this section?**

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<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>In an off-street car park</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Berhampore zone</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Unlikely</b>
<b>Why did you select that answer?</b>
I have an off road park. My two house mates who park on the street will very likely apply for a permit.
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Undecided</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Three</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Easier</b>

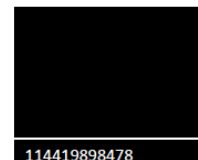
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per dwelling.	
Putting a cap on the total number of resident permits that can be issued for the parking zone.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	
The boundaries of the scheme and zones as shown on the map.	

If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



114419898478

<b>NAME:</b> Sally Ogle	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
I noted that there is a proposal for a 'hook turn' going north through Berhampore onto Luxford Street. This is not a desirable approach. This route is a key cycling route from the southern suburbs into the CBD, and should be prioritised as such - rather than prioritising vehicular traffic. A hook turn involves cyclists waiting for two phases of the traffic lights - and is unlikely to be popular, or something that cyclists will actually do, which will in turn contribute to animosity between cyclists and drivers, and make the intersection less safe for everyone. This type of turn is acceptable at the intersection of Mein St / Hall / Riddiford Street (which is the only other place I'm aware it exists?) for the right turn of cyclists onto Hall St from Riddiford - because this is not the primary direction that cyclists are going at this intersection. I am hopeful that this key part of the route can be reconsidered to prioritise cyclists - perhaps with something like the diagonal cyclist crossing that exists at the Cambridge Terrace corner with Marjoribanks Street.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
It is unclear from the renders of the proposal how 'separated' the cycle lane is - I'm hopeful it is a fully separated lane. While I'm supportive of any cycling improvements that make my commute safer (which this definitely will!) it's disappointing that the work proposed here doesn't connect the fully separated sections in Island Bay to the fully separated Adelaide Road / Cambridge Terrace cycleway. If cyclists are to mix with general traffic (including buses) then it would be preferable to have a 30km speed limit throughout. I would also suggest that some education for bus drivers about driving behaviour around cyclists is sorely in need. Appreciate this might be

somewhat outside the WCC remit, but it would be good to see the council partnering with the relevant agencies on something like this, if the assumption is that there is no way to separate extremely vulnerable road users (ie humans on bikes) from extremely large road users (ie 30 tonne buses).

**Do you support proposed changes to Luxford Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**  
 This section appears to be a huge and welcome improvement for cyclists and pedestrians.  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Support**  
**Do you have any comments to make about the proposed design for this section?**  
 It's great to see the WCC working with Wakefield Park user groups to ensure their car parking is not too impacted by this proposal, given this is a regionally important sports field. It's also great to see this hasn't been at the expense of a fully separated cycleway on the uphill side of the road - great news! It's disappointing that traffic will continue to mix with cyclists on the downhill here. As someone who cycles this route at least once a day between Island Bay and the CBD, the section between Berhampore shops and the start of the Island Bay cycleway is consistently the most dangerous part of my commute. This is primarily due to cars trying to pass, despite my bike speed generally matching or exceeding that of traffic. As previously noted, if these road users are going to have to be combined, at a minimum the speed limit should be reduced to 30km an hour in these sections. I was hopeful that the cycleway improvements in this round might mean that my daughter (currently 4 years old) might be able to safely cycle to SWIS by the time she is at intermediate school. However, this cycleway does not deliver protection for vulnerable road users. It does make cycling along this section of road safer for people who are already regular and confident cyclists - and I'm grateful for that - but the proposal does little to open this up for new cyclists.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**  
**Strongly support**  
**If you drive to and park at Wakefield Park, how long do you normally stay?**  
 I don't park there

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I travel through the area**  
**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Disagree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly disagree
The proposed changes will make it safer and easier for people walking.	Agree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Don't know

### Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I regularly travel through the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>

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

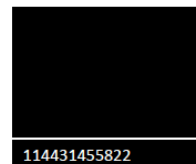
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly support
Only people who live in the area being able to apply and pay for an annual exemption permit.	Strongly support
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly support
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per dwelling.	Strongly support
Putting a cap on the total number of resident permits that can be issued for the parking zone.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly support
Allowing all households in the area to get a number of free day passes for visitors.	Support
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Neutral
The boundaries of the scheme and zones as shown on the map.	Neutral
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
It's not clear why only some of the parking within the boundaries would be subject to this regime and others not? It seems it would be more effective the more off street parking is included in the scheme.	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Dylan Packman	<b>SUBURB:</b> Brooklyn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
These changes are great and I really look forward to them. I would like to see them go further - there should be safer speeds on Rintoul Street past two retirement homes, intermediate school, early childhood education centre. There should be more separated cycle lanes instead of relying on sharrows which is a bit of a copout. This is a huge improvement but could be better.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I support all these proposed changes, but think they don't go far enough. It's great to see the reduced speeds but it should go the whole length of Rintoul Street - it doesn't make sense to have 50km/h past the two rest homes, the busy early childhood education, and the large intermediate school. Fantastic to see the better pedestrian crossings, but cars shouldn't be speeding up to 50km/h between the crossings in this area. The protected bike lanes will make a huge difference and I welcome them, not just for people on bikes but also for people using buses as buses are often held up passing each other in the current narrow space. I would like protected bike lanes in both directions - paint isn't protection and as a person on a bike I've had cars going very close even on the downhill parts here. Rintoul Street will have much larger changes when light rail returns here. We need to have also have protected cycle connections to the Wilson Street / Constable Street route, and past the zoo to Houghton Valley. This proposal leaves gaps in the network.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I strongly support these changes, especially the safer speeds and separated cycle lanes.
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I strongly support all these proposed changes. It would be better to have separated bike lanes continuously - as a person on a bike I have had close passes from people in cars down Adelaide Road past Wakefield park. If there isn't separation then lower the speed limit to 30km/h.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I drop my kids at childcare, school or education in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly agree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Strongly agree</b>

## Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
This all makes good sense to me. We need to change the allocation of space to ensure space can be freed up for active and high capacity transit, and provide for future growth.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I visit Berhampore and Newtown for other activities (eg shop, recreation, Zoo etc)</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much easier</b>

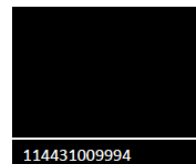
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly support</b>

The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per dwelling.	Strongly support
Putting a cap on the total number of resident permits that can be issued for the parking zone.	Strongly support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	
All makes good sense. Parking is a scarce resource that needs to be more actively managed.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Strongly support
The boundaries of the scheme and zones as shown on the map.	Strongly support
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Dr Christopher McKeown	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Not important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
There is not enough parking in this area as it is. Removing 100 car parks without suggesting alternatives is poor planning and should not happen. The suggested changes are singling out cars as something to remove entirely. The residents will lose out, it is a poorly thought out proposal that should be rejected.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Neutral</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Neutral</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Poorly thought out and contrives to remove cars from the road. I can see from the linked report that there is a statement that there will be 85 on street parks retained on Adelaide Road. It's not clear how many of them are on the north bound side of Adelaide Road. Can you confirm that no parking will be removed from the north bound side? It certainly appears from the artists impression graphic that they will be removed, and absolutely not retained. Or is the intention to narrow Adelaide Road to retain parking but push it out and have a seperate bike lane close to the path. Please confirm which? Also, I note this comment in the report: "A behaviour change initiative is proposed to encourage park users to get there by public transport or bike." Given that people travel from all over the Wellington region on weekends to play sport, including from the Wairarapa and beyond, do you really believe that this is feasible? This is a very poorly thought-out proposal and does not help anyone other than the occasional cyclist. Is it not more likely that no change will occur, and people will be circling the area looking for parking every weekend and ending up clogging up the areas around the park. And why the encouragement of behaviour changes anyway; you appear to be making a value judgement that the cars will be fossil fueled and not electric, which is somewhat presumptuous.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Neutral</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>3 to 4 hours</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly disagree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly disagree
The proposed changes will make it safer and easier for people walking.	Strongly disagree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly disagree

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	

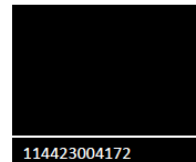
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Khoi Phan	<b>SUBURB:</b> Brooklyn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
This is required as this will connect the Island Bay Cycleway to City.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I visit the area (e.g. to see friends or businesses)</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly agree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Strongly agree</b>

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I visit Berhampore and Newtown for other activities (eg shop, recreation, Zoo etc)</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Easier</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	<b>Strongly support</b>
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	<b>Strongly support</b>
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Neutral</b>
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	<b>Strongly support</b>
<b>A maximum of two resident permits per dwelling.</b>	<b>Strongly support</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Strongly support</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Strongly support</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Neutral</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
I don't think there is a need for "Group 2 – electric vehicle owner who lives in a dwelling with no off-street parking" as replacing current vehicle with an electric vehicle does not change the amount of existing vehicles on the road.	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Support</b>

If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

## Feedback



114431797488

NAME: William Levack	SUBURB:	ON BEHALF OF: University of Otago	ORAL SUBMISSION Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

<p>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</p>	
<p>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</p>	
<p>The proposed changes will make it safer and easier for people walking.</p>	
<p>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</p>	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

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

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

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

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<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per dwelling.	
Putting a cap on the total number of resident permits that can be issued for the parking zone.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
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<p>The boundaries of the scheme and zones as shown on the map.</p>	
<p>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</p>	





Professor William Levack  
Dean and Head of Campus  
University of Otago Wellington  
Mein St  
Newtown

6 October 2023

**Submission on the proposed Berhampore and Newtown parking scheme, walking, biking and bus improvements from the University of Otago Wellington**

**About the University of Otago Wellington**

The University of Otago Wellington (UOW) is a campus of the University of Otago. We are predominately a health sciences campus and, as well as undergraduate and postgraduate teaching, have significant research interests including in sustainable cities, transport, housing and health. We employ around 350 staff and have 1000 tertiary students. We provide clinical training for medical, physiotherapy, and radiation therapy students. UOW provides the only radiation therapy training course in New Zealand, with these students completing all their studies at our Newtown campus.

We are tenants and property owners on the Wellington Hospital campus.

Many of our staff have clinical as well as academic responsibilities, and work at Wellington Hospital, Hutt Valley Hospital, Kenepuru hospital, in general practices or in other health services around the greater Wellington region. Some staff work half of the day in one part of Wellington, and the other half at our Newtown campus, so require flexibility in their travel arrangements and have limited time to commute between sites. Likewise, our undergraduate students are required to undertake multiple clinical placements across the region's healthcare facilities during their time of study.

We have historically occupied buildings on the Wellington hospital campus, however seismic issues with our main building meant that half of our team moved into offices in Central Wellington for the past 18 months. In 2024 we will be fully moving back to Newtown, with staff and students spread between the Wellington Hospital campus and a building on Hanson St.

The University of Otago has a sustainability strategy, Tī Kōuka,<sup>1</sup> and has committed to becoming net zero by 2030. Around 9% of our emissions are from staff commuting.<sup>2</sup> In our Wellington campus around one-third of our staff take public transport to work, one-third drive, and one-third use active modes i.e., biking and walking to work.

### Overall perspective

Our response to this proposal is twofold and conditional:

- 1) We would like to express support for Wellington City Council implementing the Newtown parking plan and proposals to connect the cycle network between Island Bay and Newtown. The recent and proposed improvements to cycling, walking and public transport in Newtown and its surrounding suburbs are of direct benefit to many of our staff, who already travel to work by these modes.
- 2) However, we also need to ensure that we can get all our staff to work, and that the proposed solutions for parking do not unduly disadvantage our highly valued staff who live further afield (e.g., Wainuiomata, Hutt Valley, Porirua, Wairarapa and Kapiti Coast) or who **must** incorporate other responsibilities, such as clinical practice and childcare, in their working day. This means that **it is critically important that there is sufficient investment in Wellington's public transport system** to meet the volume of commuters and travel needs of our staff, and that sensible options are available to our staff for whom walking, cycling or public transport is simply not an option.

There is a significant risk that we will lose staff who are critical to our business if they are unable to find affordable, practical methods for getting to work.

When considering the number of commuters travelling by car into Newtown, for whom alternative methods of transport are not an option, we request that the Council ensures that they have counted our staff and students in addition to those of Te Whatu Ora.

We were not approached directly regarding this round of consultation on the Berhampore and Newtown parking scheme, so have had limited time to formulate a response. As such, we would appreciate an opportunity to make an oral submission at the appropriate time.

### Further comments

In addition to what is being proposed, we suggest the following improvements to make it safer and more convenient for our staff and students to travel to work:

- We support Wellington City Council and Greater Wellington regional Council's continued focus on **public transport improvements** throughout the city and region. However, for the new parking scheme to be successful, it is critically important that the Council continues to increase the frequency and reliability of public transport services. The Council also needs to aim to reduce the number of connections required for staff travelling to and from Newtown, particularly for those people travelling from further afield such as the outer regions of Wainuiomata, Porirua and Upper Hutt. **An express bus between the railway station and Wellington hospital during peak commute hours is especially critical.**
- We support the Council continuing **to work in partnership with people with disabilities**. There are specific issues related to ensuring continued access to parking for people who can only use cars and design features such as wide cycleways that may be needed for those who can cycle but might need modified bikes (e.g. adult tricycles).
- Wellington City Council should **continue to implement Paneke Pōneke, the city-wide network of connected cycleways, as quickly as possible**. The faster a full cycle network is available, the less disruptive the proposed parking changes will be for our staff and students and the faster we will be able to meet our net-zero commitments.

- We support **full physical separation of cycleways** from motor vehicle traffic, in line with best practice and evidence internationally. Fully physically separated cycleways ensure that biking becomes an option for people regardless of their current level of cycling experience and confidence. Physical separation from traffic, and connected cycleways, are vital to unlock the potential of the network, particularly for groups who are currently less likely to cycle, including women, children and young people, people biking with children, and people who are less confident cycling.<sup>3-5</sup> We note that international evidence demonstrates that sharrow, which are part of the proposed approach between Newtown and Berhampore, are objectively unsafe and disliked by cyclists.<sup>3,6</sup>
- We encourage **greater provision of on-street bike parking** in the vicinity of the hospital and beyond. Lack of secure bike parking is a key reason individuals with bikes do not take specific trips.<sup>7</sup> We would welcome bike parking facilities that cater for a wide range of bike users including those with cargo bikes and modified bikes (e.g. adult tricycles). We support the provision of secure bike parking in residential areas that may help to enable those with limited home facilities to securely store bikes.
- The Council's parking and transport plans also should address **security** for commuters in the areas surrounding the hospital campus, particularly afterhours.

In conclusion, while we support the intent of the Berhampore and Newtown parking changes, and bus, bike and walking improvements, and we commend Council leadership in the development and upcoming implementation, we strongly request that the Council addresses the needs of our staff and students in their planning when progressing with the next stages of this work.

We would welcome the opportunity to provide an oral submission to Council as part of this process.

Yours sincerely



William Levack  
Professor and Dean  
University of Otago Wellington

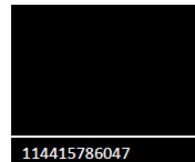
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Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Haydon Miller	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Low importance</b>

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Strongly oppose**

**Do you have any comments to make about the overall proposed changes?**

You do not ask if the submitters are Building owners ! For reasons of the physical need of a old hospital and character urban area these changes will almost make it impossible to adequately provide the functional maintenance needs of these old houses for e.g where does the waste Skip reside when work is undertaken..Answer on the cycle lane of course as that's the only space for it.. that's how these suburbs operate, its critical that and they must still operate that way if the character of the city is to remain. If not look out shabby run down rented delapedated housing like we once saw in Greylynn and Ponsonby Auckkand and most of old Wellington in the 1970s and 80s, but fourtunately they were able to be restored because access was available and not impeded as council purpose. Move on 10 years they will again be falling into decline.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Neutral</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I own or manage a business in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

## Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
Our Hospital, the hospital staff, the patients that need to use the hospital and the suburb which is made up of victorian heritage wooden houses nature which constantly are in states of repair alteration addition or demolition and rebuild all heavily rely on road access and importantly the ability to be able to stop long enough to carry out the particular function and functional service. You are on the brink of starting the degradation of a community as it with out the ability to service all those old age needs the functiin and physical attributes will decline into a run down area.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I own an old wooden character house</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.

Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per dwelling.	
Putting a cap on the total number of resident permits that can be issued for the parking zone.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	
The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023



**Feedback**

<b>NAME:</b> Joy Teutenberg	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

\_\_\_\_\_

**If you drive to and park at Wakefield Park, how long do you normally stay?**

\_\_\_\_\_

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

\_\_\_\_\_

**How do you normally travel along the Berhampore Newtown route most of the time?**

\_\_\_\_\_

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

\_\_\_\_\_

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

\_\_\_\_\_

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

\_\_\_\_\_

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

\_\_\_\_\_

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

\_\_\_\_\_

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

\_\_\_\_\_

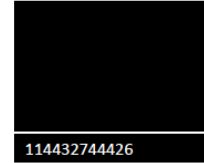
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Ellen Blake	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Living Streets Aotearoa	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>

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

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**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

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**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

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**Why did you select that answer?**

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**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

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

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

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**Do you support the scheme's proposed parking restrictions?**

<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
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<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
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<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
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<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
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<b>A maximum of two resident permits per dwelling.</b>	
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<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
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<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
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<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
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<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
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<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
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The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	



**Submission to Wellington City Council  
on Berhampore, Newtown cycleway and Newtown Parking proposals and Traffic  
Resolution 127-23**

Contact person: **Ellen Blake**  
Email: [wellington@livingstreets.org.nz](mailto:wellington@livingstreets.org.nz)  
Phone: [REDACTED]  
Date: **8 October 2023**

[newtownberhampore@wcc.govt.nz](mailto:newtownberhampore@wcc.govt.nz)

Living Streets Aotearoa is the biggest supporter of sustainable transport options being improved for Wellington. We support the WCC adoption of the transport hierarchy with pedestrians at the top and bikes and buses as the next priorities.

Good design requires that pedestrians have improved safe, convenient and pleasant connections throughout the city. There is a particularly important connection to public transport that needs to be maintained. It is therefore important that improvements to one mode of travel do not disadvantage pedestrians or bus users.

**Parking comments**

Living Streets support a travel demand management plan for the hospital to improve staff and patient experiences and as one of the key stress points for parking in Newtown. This should include much improved options for staff travel that include walking and use of public transport. We support improved connections for early morning shifts with services from 6am and for late evening shifts from 11-12 midnight. Road crossings around the hospital are poor and pedestrians have to wait a long time to cross, this is a disincentive to walking particularly at early and late times of the day. Kerb build-outs, a safety feature for crossing roads, should be reinstated to make it easier for pedestrians to see vehicle traffic and to be seen by it.

A scheme was in place many years ago to get staff home from late shift with a taxi share option available. This meant staff shared a taxi going to the same suburb which left after shift about 11.15pm and this worked well. Please consider all options for travel.

Living Streets support charging for residential parking as the first step to valuing valuable public road space.

**Cycleway proposals**

Living Streets support raised pedestrian crossings, as these are shown to be much safer than a zebra crossing alone or a raised courtesy platform. There is a strong case for these at all formal pedestrian crossing places as they are much more accessible to many users who do not need to step up and down to cross the street. We would like to see these used at signalled crossings as well, this would help pedestrians cross in the very short time allocated to them at the lights.



Footpaths through Newtown are already narrow and often cluttered (even the well-loved greengrocer takes up a lot of footpath space). Decluttering footpath space should be a priority for improved travel.

Living Streets suggest that consideration is given to alternative routes for cyclists separate from the busy bus routes, particularly where space is constrained. For instance routing cyclists along Russell Terrace instead of on Rintoul St might be a better option. Part of the footpath on Rintoul Street is proposed to be significantly narrowed to make way for mobility parking. This is a poor outcome.

Living Streets support extending the 30km/h safer speed area around Berhampore. We support judder bars inside the petrol station on the corner of Adelaide and Luxford St, to make the footpath safer.

Living Streets prefer that the slip lane from Luxford to Adelaide Rd is removed – this would provide a great pedestrian safety improvement. If retained the pedestrian crossings here should all be raised, it is a complicated crossing to navigate and provides a significant barrier to safe walking, with the example of those kids shown in the imagery.

We **do not support** the 'shared dual crossing' at Wakefield park – surely any cyclist using this road can either remain on road or if they are no confident get off their bike to use the pedestrian crossing. Dual crossings do not provide a good level of service for pedestrians and make crossing the road even more difficult than the current better practice dedicated pedestrian crossings. This are more complicated requiring pedestrians to watch out for vehicles not only coming from both road directions but also 'sharing' the crossing space, a thoroughly unpleasant experience.

Dee St needs a raised pedestrian crossing rather than speed humps it is a significant conflict point between all modes, with the shared footpath arrangement right on the corner where cyclists mount at speed next to the pedestrian crossing. We do not support pedestrian fencing on the south side crossing. Crossings on both sides of the roundabout are needed and should assist pedestrians to cross the road not constrain movement, why is this intersection so different from others?

We **do not support** the shared paths on Adelaide Road, shared paths are not best practice design and are not supported by WCC policy. Normalising cycling on footpaths is not supporting walking.

We **do not support** the removal of kerb build outs – these were a key safety improvement for pedestrians to help them see and be seen when crossing the road. These are particularly important for children and older people.

### **Bus stops**

Bus stop removals shows there will be no stops on Luxford St. This might work if the current stop on Rintoul remains where it is and the new stop is at the corner of Luxford St but it is unclear where this stop is sited.

Proposed bus stop designs are still using the deeply unpopular design where passengers/ pedestrians need to alight and board from the cycle lane. This is not a good design and creates conflict between users and causes significant anxiety to many bus users. At the least bikes need to stop before the yellow bus box if a bus is at the stop, and remain off the slippery plastic matting so that passengers/pedestrians are not crowded. Passengers do not have time or sight lines to see what is happening on what should be a safe exit point from the bus.

It is unclear what the raised platforms at some bus stops are? What are the designs and how will that work with footpath levels etc

We would like to be heard in support of this submission.

### **About Living Streets**

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking-friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

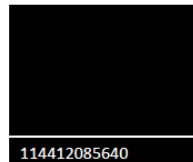
The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners, including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see [www.livingstreets.org.nz](http://www.livingstreets.org.nz).

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

### Feedback



<b>NAME:</b> Anna Christian	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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#### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Oppose**

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

Reducing car emissions needs to be done but not at the cost of older people, our already disenfranchised and our students. Our diversity has been our appeal and our strength now council wants us to be only for the able-bodied (not everyone with mobility issues is disabled) young and well off. Council does not seem to understand the meaning of diverse and inclusive communities.  
 Anna - Newtown

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
We have an old garage which my partner uses to park his scooter (along with others in the street) however it is too small to park any type of car and we don't have the finances available to be able to fix it and as it also acts as retaining wall we also c
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Three</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly oppose</b>
A maximum of two resident permits per dwelling.	<b>Strongly oppose</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly oppose</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly oppose</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly support</b>

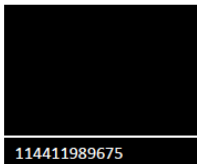
**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

While I support the decrease in car use as an older woman (without a disability) but whose mobility is becoming more difficult I feel this policy supports only the mobile and well off. It's not inclusive, doesn't meet the requirements for universal design and will make life incredibly difficult for a lot of residents. Also what does off street parking mean? Many of the garages attached to older homes were not built to house even the smallest of cars. Many of these are in bad shape and the cost of rebuilding is enormous for most of us. Again it feels like council are only interested in a certain type of resident and certainly if you a superannuant, are out of work or a student and can't ride a bike or walk for any distance (or need your car to work) then you are being disposed of. Many of the people/families have lived in this area their entire lives and they being pushed out by a council intent on supporting you only if you are young, able-bodied and well off.

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Neutral</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
Interesting that yet again Newtown is being singled out - why not the wealthier suburbs of Island Bay etc. I know it is closer to the city but we have been a beacon of social cohesion for many years with a real diversity of people. Maybe the lack of the wealth is a factor yet again in meddling with our community.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Sarah Vidler	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly support**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**  
Even with reduced parking, Rintoul St is extremely narrow considering it supports a major bus route, which will maintain the risk for cyclists heading north. Also, will Newtown Medical Centre be required to provide patient parking off-street to compensate for the loss of on-street outside their surgery?

**Do you support proposed changes to Luxford Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Walk/run</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly agree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Agree</b>

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
<b>I think it's brilliant!</b>



<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b> <b>On the street (residents only)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
<b>We already hold a Residents Permit and find it extremely difficult to park without it</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Undecided</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Two</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Easier</b>

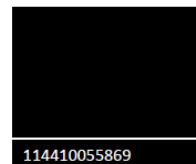
<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	<b>Strongly support</b>
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	<b>Strongly support</b>
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Strongly support</b>
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	<b>Strongly support</b>
<b>A maximum of two resident permits per dwelling.</b>	<b>Strongly support</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Neutral</b>

The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly support
Allowing all households in the area to get a number of free day passes for visitors.	Neutral
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Neutral
The boundaries of the scheme and zones as shown on the map.	Support
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	
I live in a small street, with limited off street parking, where the majority of parked vehicles during the week belong to non-residents who work in the area. This new permit scheme would make my life so much easier!	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Sam Caino	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I live in Berhampore and take this exact route into town via bike. This would give me a bike lane for nearly 100% of the trip. The layout of the current Riddiford/Adelaide Rd bike lane is fantastic. I feel safe. This style should be replicated.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I support combining 7424 and 7124 and putting it on Adelaide Rd, so that the 32x and the 1 stop at the same place. Removing 7125 will cause a crowd to form at the new stop and make waiting in the rain and board unpleasant.
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Nervous about less bus stops. The real issue isn't quicker trips. It's the cancelation. Please prioritise fixing that.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bus</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly agree
The proposed changes will make it safer and easier for people walking.	Strongly agree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Disagree

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Neutral</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Berhampore zone</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very unlikely</b>
<b>Why did you select that answer?</b>
I have my own parking spot
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Unlikely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>One</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>No change</b>

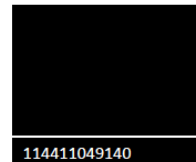
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per dwelling.	
Putting a cap on the total number of resident permits that can be issued for the parking zone.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	

<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Tania Strauss	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
Along with the bike lanes, please provide bike enclosures that can be rented by residents who will no longer be parking in the area and would like to take advantage of the new bike lanes but do not have adequate bike storage. Also recommend a series of longer park zones, for example 4 or 6 hour zones around sport and recreation fields and hospital. 120 minutes is not long enough if you or your child is playing a couple games or you are going to emergency.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Neutral</b>

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Car/Van**

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Support**

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

Overall I support the parking scheme. However I feel the council requirements on new multi-dwelling properties needs to be amended at the same time. The multi-dwelling properties are the primary cause of the parking issues. Credible alternatives to cars are not available. I live in the █ Constable st apartments, most of those apartments were built after Aug 2020. I tried riding a push bike, but it rusted because of inadequate storage. Two e-bikes were stolen from other residents within the first year. I tried riding a gas motor scooter but the wind kept blowing it over and it eventually was too damaged to ride. There was no place in the apartment complex for me to charge electric versions of those car alternatives. I had planned to sell my car when I moved to



the apartments but have kept it because these alternatives have not worked. I have since sold it but this means I am at the mercy of buses or expensive taxi's and car shares. This means I cannot explore easily as much of the city as I could previously. Most people cannot carry an e-bike up a 3rd story walk-up. I applaud the density initiatives. I applaud building apartments without parking because I do agree we should reduce the cars on the road. It's my feeling that its unethical to build more density without requiring property developers to supply safe adequate bike, motorcycle/scooter storage. By adequate I mean locked, fully enclosed structures that keep bikes / motorcycles / larger heavier electric scooters etc safe from being stolen, from being exposed to the elements and provide electric charging capability. There must be enough space in these bike enclosures for all the residents to have a space. ie. a 3 bedroom apartment would be allocated 3 spaces, 2 bedrooms 2 spaces or some calculation that made sure residents who wanted space could get space within a reasonable time-frame. Wellington City Council currently allows developers to build 50+, 2 bedroom walk-up apartments, bolt 20 metal uprights under a stairwell that offers no protection from theft or the elements (rain runoff being the worst because of the rust damage to bikes and scooters), hand up a few flimsy bike bags and call that 'bike storage'. This leaves residents, like myself, with only one viable transport option, the Wellington City buses. Although the routes in Newtown are good. This is not adequate. It's great to have bike paths but only if you have the ability to have a bike. Alternatively, the city will hopefully consider building enclosed storage for car alternatives with electric charging capability that could be rented on a monthly basis by residents in these multi-dwelling units. Those units putting pressure on the parking were and continue to be consented by the council. They do not deliver parking or adequate bike (or car alternative) storage solutions.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Undecided</b>
<b>Why did you select that answer?</b>
I don't currently qualify. I support the change however, I'm in the new 16 Constable st apartment block that is not eligible for parking, does not supply parking (but also does not have adequate bike, motorcycle or scooter storage). Bus will be my onl
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Unlikely</b>

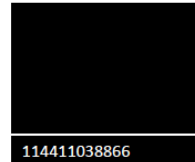
<b>If you live in the area, how many vehicles are owned by people in your home?</b>	
<b>One</b>	
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>	
<b>Much harder</b>	

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	<b>Support</b>
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	<b>Support</b>
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Support</b>
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	<b>Support</b>
<b>A maximum of two resident permits per dwelling.</b>	<b>Support</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Support</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Support</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Strongly support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

## Feedback



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<b>NAME:</b> Terry Collins	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

<p>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</p>	
<p>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</p>	
<p>The proposed changes will make it safer and easier for people walking.</p>	
<p>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</p>	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Oppose**

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

one size fits all is not appropriate. Just as stupid as the 30km speed limit across all of Wellington with few exemptions. Also, fix the pipes under the roads and cycleways before they are built instead of building them and then digging them up again to fix the pipes. Moronic planning of our infrastructure.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

<b>In a garage</b>
What is your main relationship to the Berhampore and Newtown parking scheme area?
<b>I live in the area</b>

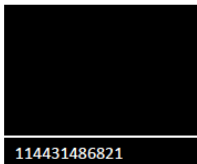
If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?
<b>Berhampore zone</b>
If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?
<b>Very likely</b>
Why did you select that answer?
I dont think the permit system is applicable in our small street Chatham St. However, if it does come in I will need one for a second car for 3 months when my children from overseas visit,
If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?
<b>Very likely</b>
If you live in the area, how many vehicles are owned by people in your home?
<b>Two</b>
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Neutral</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Oppose</b>
A maximum of two resident permits per dwelling.	<b>Support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Oppose</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Support</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly oppose</b>
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	
25 days is not enough. It penalises home owners who invested in off street parking. There is no correlation between owners of off street parking an on street parking regard the number on visitors for both. Jut because you have off street parking doesn't mean you get less visitors.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Don't know
The boundaries of the scheme and zones as shown on the map.	Strongly oppose
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	
Leave streets like Chatham St out of it. Blanket approach is silly.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Blair Rutherford	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

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<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

<p>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</p>	
<p>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</p>	
<p>The proposed changes will make it safer and easier for people walking.</p>	
<p>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</p>	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
<p>These changes are massive and we need to have this introduced over about 3 to 5 years. Households and businesses need to be eligible for a minimum of 3 permits per household and businesses at least one permit. Over time you can introduce change. But not at this speed and like this. Anyone who obtains a permit should not have it ripped out from under them in a subsequent year. You have an obligation to make this a just transition. Nor are your survey questions neutral. None of your questions asked about whether we strongly agree or disagree about whether this will cause significant hardship to households in our densely populated suburbs. You didn't ask if the timeframes support a just transition. Blair.</p>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>



If you park in the parking scheme area, what parking do you have access to and/or use most of the time?
<b>On the street (unrestricted)</b>
What is your main relationship to the Berhampore and Newtown parking scheme area?
<b>and I work in the same building i live in</b>

If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?
If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?
Why did you select that answer?
If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?
If you live in the area, how many vehicles are owned by people in your home?
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per dwelling.	
Putting a cap on the total number of resident permits that can be issued for the parking zone.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	

**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

A major issue for me is that businesses are not entitled to residents parking. I have operated a business on Rintoul Street for nearly 3 decades (since 1995). I have a work vehicle that is necessary for moving tools and equipment to customers businesses and houses. That vehicle is not optional for me. I live and work in the same building and have always shared that house with other households. You should at the very least provide transitional rights to business owners such as myself to enable us to have at least on vehicle for the business that gets the equivalent of a residents park as well as enabling householders to have resident’s parking permits too. We are a part of the community here in Berhampore and businesses like mine are essential services. I do not agree that you should limit the permits to 85% in the resident’s areas. That is not fair. You are bringing in a harsh rule all of a sudden that impacts us significantly. For now you should let all households have up to 3 permits and then see if there is an issue. Test it before you cause such hardship. It might be okay. The fact that we might not get a permit in a subsequent year and get no warning is highly problematic. We are family focussed households and we need the cars – all of a sudden to lose the ability to park outside our homes is a massive problem. You really are not giving enough transitional options in any of this. Why would households with offstreet parking be eligible for less visitor permits? They will still have the same number of visitors? \$18 is too high. We live here. This is our home and you want us to pay \$18 to have grandparents and family members to come to dinner on Sunday? This seems unnecessary. You need to provide us with more options for our family and friends. My girlfriend comes to stay more than 50 nights a year. There is no bus between her suburb and mine so she cannot bus. As a tradesperson I will pass on the costs of parking in these areas to my customers. This means that in this lower socio-economic community anyone who has broken locks will be charged more. What better options can you come up with? This is not a wealthy area. I have almost always lived in shared households in Berhampore. This is a densely populated suburb. Many houses are like mine, multiple family units in the same shared space. You need to recognise that and provide houses with up to 3 residents permits – at the very least for a transitional period such as 2 years that enables people to adjust and leave the area or come up with other options. For households like mine a car is not optional. I have to transport children to Big Air for gym, to the badminton hall in Hataitai for training, and to many other events. It is not possible to catch a bus and be at those events after school, nor is it financially viable to use a ride share to drop and pick up kids. This is a family friendly suburb and while we all support each other with car pooling – we need cars to do our share – buses and bikes are not an option in most cases. I do not agree that electric vehicles should be given priority for resident’s permits. You need transitional provisions for us all. You could introduce something like that after about 3 years. That is a just transition for such a significant change to our community.

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
<p>You are just shifting the location of the problem Your parking proposals will push the hospital workers up to the end of Rintoul and surrounding streets. You are moving the problem not managing it. What other options have you got to support hospital workers to get to and from work? Tailored shuttle services to their suburbs? Remembering they work shifts 24 hours a day. Removal of parking The maths of the number of parks you think are available is out of date. Outside my shop at [redacted] Rintoul you have 3 parking spaces. There are only two as the third was removed years ago. The P10 outside my shop at [redacted] Rintoul should be useful between 8am and</p>	

5pm, business hours, but should be a residents park in the evening for the locals. But, one of the local businesses, the laundromat, operates after 6pm – where will their customers park? They come after work to do their laundry but what parking is there for them? If you are creating all these new parking restrictions how will you “police” them?

**Raised crossings need to be designed properly and safely**

Driving my work truck over the raised crossings nearby is difficult as the buses have damaged the surfaces. You need to use a better surfacing material to withstand the buses and maintain safety for other non-bus users.

**Cycle lane ending is a problem**

The cycle lane that ends at the corner near Rintoul Street is dangerous. You spend a lot of money on the lane then at a dangerous intersection you push the cyclist out into the traffic. Check the number of accidents that have happened at that corner – people speed and the measures you are taking by removing carparks will increase the speed of cars travelling around the corner on to Luxford Street.

**Removal of parking**

The maths of the number of parks you think are available is out of date. Outside my shop at 211 Rintoul you have 3 parking spaces. There are only two as the third was removed years ago.

The P10 outside my shop at 211 Rintoul should be useful between 8am and 5pm, business hours, but should be a residents park in the evening for the locals. But, one of the local businesses, the laundromat, operates after 6pm – where will their customers park? They come after work to do their laundry but what parking is there for them?

If you are creating all these new parking restrictions how will you “police” them?

**The new parking permits**

A major issue for me is that businesses are not entitled to residents parking. I have operated a business on Rintoul Street for nearly 3 decades (since 1995). I have a work vehicle that is necessary for moving tools and equipment to customers businesses and houses. That vehicle is not optional for me. I live and work in the same building and have always shared that house with other households. You should at the very least provide transitional rights to business owners such as myself to enable us to have at least one vehicle for the business that gets the equivalent of a residents park as well as enabling householders to have resident’s parking permits too. We are a part of the community here in Berhampore and businesses like mine are essential services.

I do not agree that you should limit the permits to 85% in the resident’s areas. That is not fair. You are bringing in a harsh rule all of a sudden that impacts us significantly. For now you should let all households have up to 3 or more permits and then see if there is an issue. Test it before you cause such hardship. It might be okay without that rule.

The fact that we might not get a permit in a subsequent year and get no warning is highly problematic. We are family focussed households and we need the cars – all of a sudden to lose the ability to park outside our homes is a massive problem. You really are not giving enough transitional options in any of this.

Why would households with offstreet parking be eligible for less visitor permits? They will still have the same number of visitors? \$18 is too high. We live here. This is our home and you want us to pay \$18 to have grandparents and family members to come to dinner on Sunday? This seems unnecessary. You need to provide us with more options for our family and friends. My girlfriend comes to stay more than 50 nights a year. There is no bus between her suburb and mine so she cannot bus.

As a tradesperson I will pass on the costs of parking in these areas to my customers. This means that in this lower socio-economic community anyone who has broken locks will be charged more. What better options can you come up with? This is not a wealthy area.

I have almost always lived in shared households in Berhampore. This is a densely populated suburb. Many houses are like mine, multiple family units in the same shared space. You need to recognise that and provide houses with up to 3 residents permits – at the very least for a transitional period such as 3-5 years that enables people to adjust and leave the area or come up with other options. For households like mine a car is not optional. I have to transport children to Big Air for gym, to the badminton hall in Hataitai for training, and to many other events. It is not possible to catch a bus and be at those events after school, nor is it financially viable to use a ride share such as Uber to drop and pick up kids. This is a family friendly suburb and while we all support each other with car pooling – we need cars to do our share – buses and bikes are not an option in most cases or in the dark of winter.

I do not agree that electric vehicles should be given priority for resident's permits. You need transitional provisions for us all. You could introduce something like that after about 5 years. That is a just transition for such a significant change to our community.

**You are just shifting the location of the problem**

Your parking proposals will push the hospital workers up to the end of Rintoul and surrounding streets. You are moving the problem not managing it. What other options have you got to support hospital workers to get to and from work? Tailored shuttle services to their suburbs? Remembering they work shifts 24 hours a day.

**You need the Luxford Street bus stops**

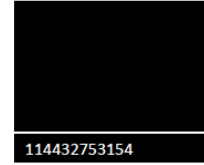
Luxford street bus stop – yes you probably don't need two city bound stops on Luxford but you do need one. On one hand you want to increase bus use but the gaps between bus stops in the vicinity of Luxford will be very long. Imagine on a cold winter's day the walk for residents? You have made bus stops and cycle lanes co-exist on other streets (and there are safety hazards) so there is no reason not to keep one bus stop each direction on Luxford Street.

**Questions are not neutral and are far too tailored**

Lastly, your questions are not neutral or fair. You do not have questions that ask about how we the residents will experience these changes. For example: Do you agree that residents living in houses with multiple household units in them will be negatively impacted by the new resident's parking that only provides 2 permits per dwelling? Do you agree that businesses will find it harder to operate as they are not entitled to the equivalent of a residents permit? Do you agree that transitional provisions over 3 to 5 years should be introduced to support businesses and households to adapt?

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Fleur Rohleder	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Beca (on behalf of) Fire and Emergency NZ	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>

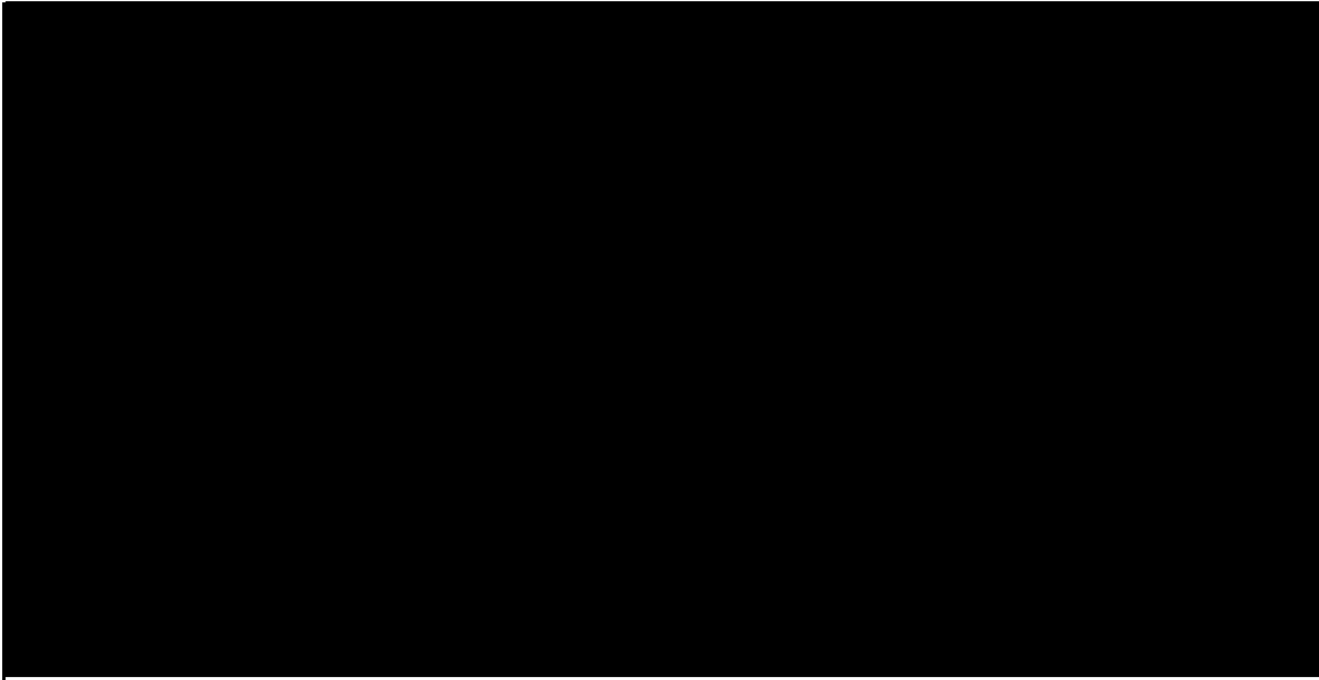
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	



The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	
The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	



- promote safety and provide fire prevention response and fire suppression services,
- stabilise or render safety incidents involving hazardous substances,
- rescue persons who are trapped as a result of transport accidents or other incidents, and
- provide urban search and rescues services.<sup>1</sup>

Through a Memorandum of Understanding<sup>2</sup> with St John, Fire and Emergency also responds to medical emergencies. We provide:

- co-response to all immediate or life-threatening calls,
- first response to:
  - immediate or life-threatening calls,
  - potentially life threatening or time-critical calls, and
  - urgent or potentially serious calls.

#### **An efficient road network is crucial to emergency response**

The road network is the primary mode of emergency response for Fire and Emergency across Wellington City. Impediments in attending a fire or other emergencies may risk the safety of people, property, and the environment and increase the risk of death or serious injury within our communities.

Community need for our services has been increasing, thereby increasing our presence on the roads and need for fast and efficient traversing across Wellington City.

Responding to fire, medical and other emergencies is time critical and delays experienced by emergency response can affect the outcome of incidents they attend.

- A house fire can become fatal within three minutes<sup>3</sup>

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<sup>1</sup> Fire and Emergency New Zealand Act 2017 Section 11

<sup>2</sup> Fire and Emergency New Zealand and St John New Zealand, Interagency Support Memorandum of Understanding 28 September 2020

<sup>3</sup> [www.fireandemergency.co.nz](http://www.fireandemergency.co.nz)



- For every minute that goes by without cardiopulmonary resuscitation (CPR) or using an AED<sup>4</sup>, the chance of survival drops by 10-15 percent.<sup>5</sup>

**The cumulative effects of the cycleway could negatively impact emergency response times**

Fire and Emergency recognises the positive effects of better providing for cyclists in Newtown and Berhampore. However, in reallocating street space for pedestrians and cyclists, care must be given to avoid unintended consequences on Fire and Emergency's ability to respond to emergency events. In some cases, the provision of cycleways on key emergency response routes and incorporation of cycle lane separators may inadvertently block or significantly slow down a route used by Fire and Emergency. If an emergency appliance needs to park on a road, this can mean the street / road is blocked to all other traffic including other emergency vehicles that may need to get past.

Fire and Emergency's specific feedback is:

- The cycle lane separators proposed along Rintoul Street, Adelaide Road, and Luxford Street are likely to prevent cars from pulling to the left to make way for emergency vehicles. Additionally, the separators prevent emergency appliances from pulling to the left when attending emergencies adjacent to the barriers. At times, Fire and Emergency needs to be able to locate aerial appliances and other equipment adjacent to the kerb/footpath to get the required reach with aerial devices/ladders.
- The removal of the carparks proposed between Wakefield Park and Berhampore Town Centre concerns Fire and Emergency. Currently, these carparks are generally not fully utilised outside of peak hours during the weekend. By removing the carparks and replacing them with a separated cycle lane, the ability for cars and / or emergency service vehicles to pull into these areas will be permanently hindered.
- Fire appliances responding to emergencies are able to exceed the posted speed limit if necessary. For posted speed limits of 30km/h fire appliances may travel up to 55km/h responding to emergencies. It is common for fire appliances to travel faster than the posted speed limit, particularly along main arterial routes. These main arterial routes provide access to residential suburbs from centrally located fire stations and back into the central city area from suburban fire stations. Traffic calming devices as proposed for this project slow traffic down travelling along those routes. The direct effect of this is the slowing down of fire appliances while travelling over the calming devices. Additionally, a "tail" of slow traffic which extends some distance back from the calming devices can be created, including at intersections Fire and Emergency are trying to pass through. These effects, combined with the inability of traffic to move to the left and give-way due to cycleway separation, creates significant problems and delays for fire appliances responding to emergencies.

**Fire and Emergency would like to work with WCC to ensure that the proposed cycleway does not negatively impact emergency response times**

Specifically:

- As an alternative method of cycle lane protection, Fire and Emergency would prefer the installation of a curved 'hump' that can be driven over without causing damage to either the vehicle or the road while still providing a visual and physical separation between traffic and cyclists.
- Fire and Emergency understand that cars are allowed to pull into cycle lanes (when not physically prevented) and bus lanes if they need to. As discussed at the meeting held between Fire and Emergency and WCC on the 27/09/2023, greater education and public awareness of this would be beneficial.
- That raised traffic calming devices in any location along cycleway routes where vehicular traffic is not free to move over to the curb and give way to fire appliances are avoided.

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<sup>4</sup> Automated external defibrillator

<sup>5</sup> <https://www.stjohn.org.nz/news--info/news-articles/whats-your-chance-of-surviving-a-cardiac-arrest/>

- Fire and Emergency understands that vehicles are legally allowed to pull into cycle lanes (when not physically prevented) and bus lanes if necessary to do so to let emergency vehicles past. As discussed at the meeting on 27 September 2023, Fire and Emergency considers that greater education and public awareness of this would be beneficial.

Fire and Emergency would welcome the opportunity to work with WCC to assess the cumulative effects of the proposed cycleway on emergency response times in an effort to mitigate negative community outcomes in event of fire, medical, road accident or other emergencies.

Yours sincerely

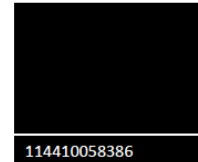


**Michael Dombroski**  
Assistant Commander – Wellington District  
Fire and Emergency New Zealand

Fire and Emergency New Zealand

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Emma Osborne	<b>SUBURB:</b> Vogeltown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Don't know</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I support the proposal to put a bike lane in this area, reduce parking and to lower the speed limit. However, I am disappointed at the quality of what is being proposed here. Sharrows and paint aren't meaningful bike infrastructure. Compared to the physical separation that the council has installed/trialled in other parts of the city, this looks disappointing for what is meant to be a major link in the cycle network.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
This cycle lane looks much better. The lane looks wide enough and there's physical separation with traffic. I strongly support extending the 30kph zone. Rigid physical separation between the bike lane and car lane will be particularly important on the corner of Luxford and Rintoul, where cars often cut the corner/overtake cyclists on this corner.
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

Bike lane both ways please! This looks like a good start though.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Don't know**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Agree
The proposed changes will make it safer and easier for people walking.	Agree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Agree

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Strongly support**

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

Overall, I strongly support this scheme. When I look at the proposed parking map, I am concerned about the proposal to retain parking near busy intersections - it looks like the bike lanes stop to allow for more parking on Adelaide between Britomart and Luxford St, and on Rintoul before the Riddiford Rd cycle lane. As someone who bikes in this area regularly, I know that these intersections are some of the most challenging stretches of Newtown/Berhampore to ride through and a lack of cycle lane connectivity is likely to hamper the usefulness of the network

particularly to children, teenagers and less confident riders. I urge the council to move parking out of these crucial links in the cycle network.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**No**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

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

**I work in Berhampore or Newtown**

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

**Why did you select that answer?**

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

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

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

**No change**

**Do you support the scheme's proposed parking restrictions?**

Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Neutral</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly support</b>
A maximum of two resident permits per dwelling.	<b>Strongly support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	

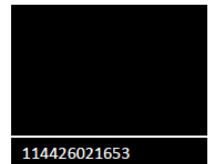
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Don't know
Allowing all households in the area to get a number of free day passes for visitors.	Don't know
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	
Link broken to further info about prioritisation	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	
The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> James Fraser	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly support**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**

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<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Neutral</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Walk/run</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly agree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Neutral</b>

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
I am concerned that the scheme will incentivise off street parking, already a modern curse in Newtown. Leads to increased run off and risk of flooding and its loss of front gardens is unsightly. Can those with a dropped kerb be made to pay the same fee to at least reduce this incentive?

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
<b>We qualify as permanent residents</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Two</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Easier</b>

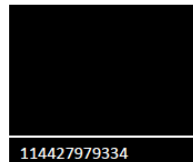
<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	<b>Neutral</b>
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	<b>Support</b>
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Strongly support</b>
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	<b>Support</b>
<b>A maximum of two resident permits per dwelling.</b>	<b>Support</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Oppose</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	

<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

## Feedback



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<b>NAME:</b> Sohail Kashkari	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>

**Do you have any comments to make about the proposed design for this section?**

\_\_\_\_\_

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

\_\_\_\_\_

**If you drive to and park at Wakefield Park, how long do you normally stay?**

\_\_\_\_\_

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

\_\_\_\_\_

**How do you normally travel along the Berhampore Newtown route most of the time?**

\_\_\_\_\_

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Support**

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

\_\_\_\_\_

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

**On the street (unrestricted)**

**On the street (residents only)**

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

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

**Newtown west**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

**Very likely**

**Why did you select that answer?**

Currently I live in the area in an apartment and am not eligible for resident parking. It makes parking really difficult and I get a lot of fines unfairly. There is not enough coupon parking in the area currently and too much residents parking, which excl

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

**Very likely**

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

**One**

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

**Much easier**

**Do you support the scheme's proposed parking restrictions?**

Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
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Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>
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The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly support</b>
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The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Neutral</b>
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A maximum of two resident permits per dwelling.	<b>Strongly support</b>
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Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Don't know</b>
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The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly oppose</b>
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Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly support</b>
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**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

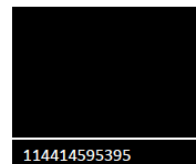
Everyone who lives in the area should be eligible for resident permits. Otherwise it is unfairly penalizing some without good reasoning.

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Don't know
The boundaries of the scheme and zones as shown on the map.	Don't know
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	
As long as all people living in the area are residents the more the better. If you exclude large groups of people living in the area (eg apartments) as ineligible for resident parking, then LESS resident parking is better. I strongly recommend the former	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Eamonn	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Strongly support**

**Do you have any comments to make about the overall proposed changes?**

These are much needed, and long awaited improvements for cycling in South Wellington. It will enable many more people to choose to cycle, and safer speeds with improve the safety, noise and general atmosphere of Berhampore. I don't believe they go far enough, and while I understand the compromise of shared traffic lanes to keep parking, this will continue to be a barrier for young, inexperienced and vulnerable cyclists from feeling confident enough to bike. I love cycling in Wellington and I want everyone to feel confident to be able to do it too.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

I strongly support bike lanes being introduced. I believe the 30km zone should also be introduced down Rintoul St all the way to Riddiford St. The fact there are still shared car/bike roads will still be a barrier for new cyclists to start cycling. Any shared roads should be 30km zones, and there needs to be better education and signage about what shared roads means, both for cyclists and drivers as currently they are ignored.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
The lack of separated bike paths on downhill will continue to be a barrier in enabling new, young and vulnerable cyclists from having the option of cycling. Shared roads should be more clearly marked than sharrows, and cars should be discouraged from passing cyclists in these areas.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly agree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Strongly agree</b>

## Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Berhampore zone</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Unlikely</b>
<b>Why did you select that answer?</b>
I don't own a car or plan to own a car
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Two</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Don't know</b>

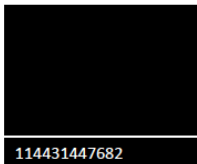
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Support</b>

<b>A maximum of two resident permits per dwelling.</b>	<b>Neutral</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Support</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Strongly support</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
The number of cars per property doesn't reflect how people live, especially people flatting who often have 3-4 independent adults per house. I'm not sure what the answer is for this but it should be taken into consideration. Strongly support prioritisation model, especially making sure people with mobility issues are given prioritisation.	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Ken Allen	<b>SUBURB:</b> Mount Cook	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Low importance</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Neutral</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Neutral</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Neutral</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Neutral</b>

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**

The reason for my strong opposition is to do with removing carparks alongside Wakefield Park, as there is a lack of clarity in these statements: 1. Keep most car parks between Wakefield Park and Dover Street 2. Additional off-street parking for Wakefield Park users on Dover Street and Wakefield Park car park. Wakefield Park is a community sports facility owned by WCC but used by people from all over Wellington. It is also the home for two sport clubs whose clubrooms act as a gathering point for people who participate in and watch sport. Car parking is needed for these people and the evidence is that there is not enough parking at busy times for everyone. I am one of those people. The statements above are not specific enough to give me comfort that there will be enough spaces for users who choose to drive. I suggest more thought be given to this and specific numbers be provided on how many spaces will be lost and how many will be created..

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Neutral**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**3 to 4 hours**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I do recreational activities in the area (e.g. running, walking etc.)**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Car/Van**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Neutral
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Disagree
The proposed changes will make it safer and easier for people walking.	Neutral
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Disagree

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	

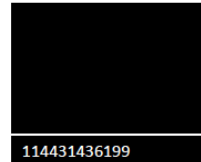
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

## Feedback



114431436199

<b>NAME:</b> Katherine McLuskie	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Oppose**

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

I oppose the current scheme for the following reasons, that I believe it discriminates against groups of people, however with a range of improvements that I have suggested below it could work. There are a number of problems with the current proposal the main one being that it discriminates against people of a lower socio economic group. It is wrong to give priority to electric vehicles as it is mainly wealthier people who own these. It is unfair to people who have an off street parking space that they are not entitled to 50 free passes for year as they have just as many visitors and use just as many trade people (ie plumbers, electricians etc.) All households should have 50 passes per year especially as those with off street parking are so far down the list to apply for a parking permit to start with. The visitor parking permits do not take into account emergency needs for a tradesperson or similar to visit ie: blocked drains where a plumber comes on the same day. You have to be able to action the permit on the day a person is visiting NOT the day before. The fee for the parking pass discriminates against those on a lower income, what you

pay should be based on your income or if you have a gold card or community services card. The parking time restriction is too short it needs to be a minimum of 180 minutes especially near the zoo where it takes at least 2 hours to get around the zoo, people won't have the time to support other local businesses such as cafes and shops. This will lead to a downturn in profit for local businesses. The area around Roy Street needs more disabled parking spaces and the parking spaces. The parking spaces need to be marked out individually as often people take up too much room and stop more cars from being able to be parked.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>In an off-street car park</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
Because there is often a need to park on the street as the parking space in front of the house is too small for the car
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>One</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

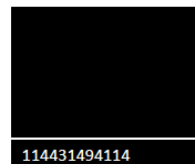
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Neutral</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly oppose</b>

The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per dwelling.	Neutral
Putting a cap on the total number of resident permits that can be issued for the parking zone.	Strongly oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
<p>There are a number of problems with the current proposal the main one being that it discriminates against people of a lower socio economic group. It is wrong to give priority to electric vehicles as it is mainly wealthier people who own these. It is unfair to people who have an off street parking space that they are not entitled to 50 free passes for year as they have just as many visitors and use just as many trade people (ie plumbers, electricians etc.) All households should have 50 passes per year especially as those with off street parking are so far down the list to apply for a parking permit to start with. The fee for the parking pass discriminates against those on a lower income, what you pay should be based on your income or if you have a gold card or community services card. The parking time restriction is too short it needs to be a minimum of 180 minutes especially near the zoo where it takes at least 2 hours to get around the zoo, people won't have the time to support other local businesses such as cafes and shops. This will lead to a downturn in profit for local businesses. The area around Roy Street needs more disabled parking spaces and the parking spaces. The parking spaces need to be marked out individually as often people take up too much room and stop more cars from being able to be parked.</p>	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Strongly support
The boundaries of the scheme and zones as shown on the map.	Strongly oppose
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
<p>It is too big especially around the zoo which needs more unrestricted parking for those visiting the zoo</p>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Tracy Hall	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Low importance</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
I cycle this route most days - there is no need for a dedicated closed off lane along the sportsground. Where are people travelling from other parts of Wellington with carloads going to park to play? You are now intending to make more loads of kids have to cross the road to get to the park instead of parking next to the park. You are allowing houses to be built with no off street parking, taking away parks for cycling and now expect us to squabble over the remaining on street parks. We will see side streets further impacted as they have been in Island Bay. Why was no effort put in to develop the off-mainroad cycle routes proposed many years ago. Traffic flow is already terrible along here with the changes to Adelaide road impacting all the way along at times. And nothing in your proposal will increase the reliability of the bus service when buses just don't turn up or turn up all together and now the 32 will be caught behind the no. 1 and so on. At the moment a bus can go past the other but now what you are propping means they are stuck behind each other...honestly you wonder why people are so frustrated with WCC. On top of this the paving is just being redone now through Berhampore and so will we again see poor planning waste our money? Again why have the alternative off-main road proposals not been invested in - seems its easier to remove parks and further impede traffic flow - than to explore actual solutions that work for all.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
There is no need for a closed cycle lane here. Why was no effort put in to develop the off-mainroad cycle routes proposed many years ago. Traffic flow is already terrible along here with

the changes to Adelaide road impacting all the way along at times. And nothing in your proposal will increase the reliability of the bus service when buses just don't turn up or turn up all together. At the moment a bus can go past the other but now what you are prpsing means they are stuck behind each other...honestly you wonder why people are so frustrated with WCC

**Do you support proposed changes to Luxford Street?**

**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**

There is no need for a closed off dedicated cycle lane here.You are allowing houses to be built with no off street parking, taking away parks for cycling and now expect us to squabble over the remaining on street parks. We will see side streets further impacted. Why was no effort put in to develop the off-mainroad cycle routes proposed many years ago. Traffic flow is already terrible along here with the changes to Adelaide road impacting all the way along at times. And nothing in your proposal will increase the reliability of the bus service when buses just don't turn up or turn up all together. At the moment a bus can go past the other but now what you are prpsing means they are stuck behind each other...honestly you wonder why people are so frustrated with WCC

**Do you support the proposed speed changes on Luxford Street?**

**Strongly oppose**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**

I cycle this route most days - there is no need for a dedicared closed off lane along here. Where are people travelling from other parts of Wellington with carloads going to park to play? It is a ridiculous statement to infer that people can cycle to the sporting venue with children. You are allowing houses to be built with no off street parking, taking away parks for cycling and now expect us to squabble over the remaining on street parks. We will see side streets further impacted. Why was no effort put in to develop the off-mainroad cycle routes proposed many years ago. Traffic flow is already terrible along here with the changes to Adelaide road impacting all the way along at times. And nothing in your proposal will increase the reliability of the bus service when buses just don't turn up or turn up all together. At the moment a bus can go past the other but now what you are prpsing means they are stuck behind each other...honestly you wonder why people are so frustrated with WCC.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**1 to 2 hours**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly disagree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Disagree
The proposed changes will make it safer and easier for people walking.	Strongly disagree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly disagree

### Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
You are allowing houses to be built with no off street parking, taking away parks for cycling and now expect us to squabble over the remaining on street parks. We will see side streets further impacted. Why was no effort put in to develop the off-mainroad cycle routes proposed many years ago. Traffic flow is already terrible along here with the changes to Adelaide road impacting all the way along at times. And nothing in your proposal will increase the reliability of the bus service when buses just don't turn up or turn up all together. At the moment a bus can go past the other but now what you are prpsing means they are stuck behind each other...honestly you wonder why people are so frustrated with WCC

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Berhampore zone</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>

<b>Why did you select that answer?</b>
Because I would be forced too
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Two</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

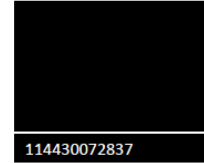
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly oppose</b>
A maximum of two resident permits per dwelling.	<b>Strongly oppose</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly oppose</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly oppose</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
You are allowing houses to be built with no off street parking, taking away parks for cycling and now expect us to squabble over the remaining on street parks. We will see side streets further impacted. Why was no effort put in to develop the off-mainroad cycle routes proposed many years ago. Traffic flow is already terrible along here with the changes to Adelaide road impacting all the way along at times. And nothing in your proposal will increase the reliability of the bus service when buses just don't turn up or turn up all together. At the moment a bus can go past the other but now what you are prpsing means they are stuck behind each other...honestly you wonder why people are so frustrated with WCC	



The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Strongly oppose
The boundaries of the scheme and zones as shown on the map.	Strongly oppose
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
<p>You are allowing houses to be built with no off street parking, taking away parks for cycling and now expect us to squabble over the remaining on street parks. We will see side streets further impacted. Why was no effort put in to develop the off-mainroad cycle routes proposed many years ago. Traffic flow is already terrible along here with the changes to Adelaide road impacting all the way along at times. And nothing in your proposal will increase the reliability of the bus service when buses just don't turn up or turn up all together. At the moment a bus can go past the other but now what you are proposing means they are stuck behind each other...honestly you wonder why people are so frustrated with WCC</p>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Helen Grove	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Strongly oppose**

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

Our submission is a petition signed by 65 members of laboratory staff at Wellington hospital. We want parking in Newtown to remain unchanged until affordable parking is provided for all hospital staff and reliable public transport is provided and used.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

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

--

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

--

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

--

**Why did you select that answer?**

--

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

--

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

--

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

--

**Do you support the scheme's proposed parking restrictions?**

<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
--	--

<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
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<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
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<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
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<b>A maximum of two resident permits per dwelling.</b>	
--	--

<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
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<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
---	--

<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
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<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
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<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
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The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

06/10/2023

1

We the undersigned want parking in Newtown to remain unchanged until affordable parking is provided for all hospital staff and reliable public transport is provided and used.

Signed

Full name:

Signature:

LESLEY BLOOMBERG  
Catherine Patricia Hull


Amanda Bowden.





ANDRÉ MEYER



MOHINIT KRISHNA

Radha Nagle.

ALICIA CLARE.

Ashleigh Williams



SACHINI MALLAWARACHCHI

Serin Mathew



Emily Almeida.



Mackenzie Hasson



Peter Bruce Bethwaite



Kerry Patience



Helen Grove



06/10/2023


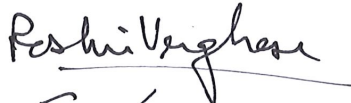








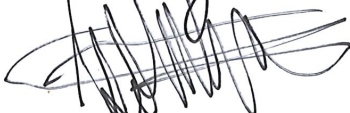
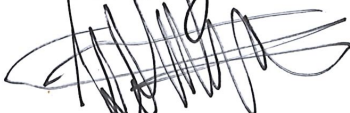
2

We the undersigned want parking in Newtown to remain unchanged until affordable parking is provided for all hospital staff and reliable public transport is provided and used.

Signed

Full name:

Signature:

Abed Kader	
ROSHNI VERGHESE	
Samantha Winsett	
Rachel Barber	
U. Muthyail	
Raymond Powell	
Kieran Bircher	
LEANNIE OLSEN	
Abbigail Marshall	
Jade Chetty	
Dina Abdel	
Danielle Blud	
AJ Stewart	

06/10/2023

3

We the undersigned want parking in Newtown to remain unchanged until affordable parking is provided for all hospital staff and reliable public transport is provided and used.

Signed

Full name:

Signature:

Grace Bowden



Blake Sullivan-Hill



Kaitlyn Ustin



Olivia Liu



Jahna Dodger



Mark Langley



Colleen Cribble



James Hill



Samantha Hutton



Adly Memon



Kimberly Dennis



Henrietta Maguire



Melanie Cottle



Rachel Roth



Leo McKinnon

Leo McKinnon

Aileen Donaldson



Rubee Yee





We the undersigned want parking in Newtown to remain unchanged until affordable parking is provided for all hospital staff and reliable public transport is provided and used.

Signed

Full name:

Signature:

Kemyn Thykkuz

Thykkuz KM

Harsha Dahya

Harsha Dahya

Hiroki Anbalavanan

Hiroki Anbalavanan

Tara Kendon

Tara Kendon

Lee BDOCE

Lee BDOCE

Carlin Austin

Carlin Austin

Jake Barnett

Jake Barnett

David Simpson

David Simpson

Cayla Fitzpatrick

Cayla Fitzpatrick

Courtney Wilton

Courtney Wilton

Ben Cherry

Ben Cherry

Angela Lowe

Angela Lowe

Kaitlyn Haleswood  
Abbie Bartlett

Kaitlyn Haleswood  
Abbie Bartlett

Deanna Lerum

Deanna Lerum

Angela D

Angela D

Nicky Seemish

Nicky Seemish

Logan G

Logan G

06/10/2023

5

We the undersigned want parking in Newtown to remain unchanged until affordable parking is provided for all hospital staff and reliable public transport is provided and used.

Signed

Full name:

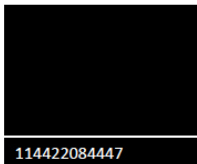
*S. Bielecki*  
*Jamaal Jeram*

Signature:

*Sarah Bielecki*  
*Jamaal Jeram*

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Frances Mountier	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly support**  
**Do you have any comments to make about the overall proposed changes?**  
This is a good practical solution with narrow streets.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
  
**Do you have any comments to make about the proposed design for this section?**  
  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
  
**Do you have any comments to make about the proposed design for this section?**

--

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
I greatly appreciate the councils work to provide safe active transport connections and support public transport. I support a limit of two parks per household. I am a cyclist myself for climate reasons and our family of four do not have a car. However, I am also a resident of Hiropi St and am strongly aware of the impact of the Hospital not providing free carparking for their staff. The public health system is in crisis and seems to be held together by the good will of doctors, nurses, specialists, orderlies etc. PLEASE work with the hospital to create a solution for hospital workers especially those who come off work overnight, where public transport is not an option because there is none. Many hospital workers commute due to the housing crisis in inner Wellington. I spoke to a WCC representative who said that the time to impose a parking rule on the hospital would have been way back at the resource consent stage. HOWEVER, you are the Council. You need to support and influence the hospital to provide parking for their staff. There is plenty of undeveloped pieces of land nearby to the hospital which could be used for parking.

Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?
<b>No</b>
If you park in the parking scheme area, what parking do you have access to and/or use most of the time?
What is your main relationship to the Berhampore and Newtown parking scheme area?
<b>I live in the area</b>

If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?
<b>Newtown west</b>
If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?
<b>Very unlikely</b>
Why did you select that answer?
I only ride a bike and walk. No car for our family of four. We are lucky to own ebikes.
If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?
<b>Very unlikely</b>
If you live in the area, how many vehicles are owned by people in your home?
<b>None - I use a bike for everything, not car share. Also grocery delivery.</b>
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
<b>Don't know</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Oppose</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per dwelling.	
Putting a cap on the total number of resident permits that can be issued for the parking zone.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	

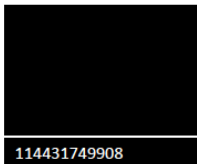
**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

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<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Suzanne Miller	<b>SUBURB:</b> Makara	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Moderate importance**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Oppose**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Neutral**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Do you have any comments to make about the proposed design for this section?**

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<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I work in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
It greatly concerns me that critical parking spaces have been removed from the front of the hospital and surrounding area . Car parking is expensive. Urgent sick disabled persons families need parking..



Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?
<b>Yes</b>
If you park in the parking scheme area, what parking do you have access to and/or use most of the time?
<b>Coupon parking</b>
What is your main relationship to the Berhampore and Newtown parking scheme area?
<b>Hospital worker</b>

If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?
If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?
Why did you select that answer?
If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?
If you live in the area, how many vehicles are owned by people in your home?
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
<b>Much harder</b>

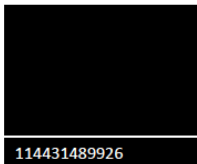
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Don't know</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Don't know</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Neutral</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Don't know</b>
A maximum of two resident permits per dwelling.	<b>Support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Neutral</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Neutral</b>

<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Neutral</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
My main concern is for hospital staff who need to park close to work. I parked my car all around Newtons. Coupon Parking horrendous expensive for staff . Used it . Sucks your salary. Look after the life force of Wellington Healthcare. Already resource poor . Parking issues create more financial and time stress.	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Miriam Moore	<b>SUBURB:</b> Tawa	<b>ON BEHALF OF:</b> Women in Urbanism	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly support**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Do you have any comments to make about the proposed design for this section?**

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<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I visit the area (e.g. to see friends or businesses)</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

<p>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</p>	
<p>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</p>	
<p>The proposed changes will make it safer and easier for people walking.</p>	
<p>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</p>	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I visit Berhampore and Newtown for other activities (eg shop, recreation, Zoo etc)</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>No change</b>

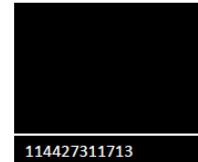
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per dwelling.	
Putting a cap on the total number of resident permits that can be issued for the parking zone.	

The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	
The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

**Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023**

**Feedback**



<b>NAME:</b> Bethany Miller	<b>SUBURB:</b> Kingston	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Strongly support**

**Do you have any comments to make about the overall proposed changes?**

I am pleased for existing and potential bike/scooter riders etc, pedestrians, children, and bus riders that will benefit from these improvements (including myself and very many family, friends and bike trainees). I support these plans, but they do not go far enough. Specifically, these plans lack: - bike connections to Kilbirnie via Wilson St and/or Constable St. (I travel to Kilbirnie from Newtown by bike a lot, and I know others who work in Kilbirnie, have a bike, and would like to commute there by bike, but are currently too scared. This would help them a lot!) - bike connections to Melrose and Houghton Bay via Mansfield St, Roy St, and Russell Tce. (I'd love to be able to visit my friend in Melrose and vice versa safely by bike) - safe, attractive, and protected bike connections along Riddiford St from Mein St to Mansfield St - setting area-wide 30 km/h speeds on shopping and residential streets These connections were included in earlier plans. To achieve the Council's mode shift, safety, and climate goals we need a transformative approach, not just one route. WCC has been planning bike lanes here as far back as 2014. Any further delays to safe streets are unacceptable. This is a good step in the right direction to make it easier to get around the city by walking, cycling and public transport. I am safer cycling on protected bike lanes, and am looking forward to the positive impact on friends, family and both adults and school kids to whom I teach cycle skills. These changes will help to give them confidence in safe biking and commuting through the area.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

RIDDIFORD STREET STRETCH (between Mein St and Rintoul St): - I support pedestrian upgrades, bike lanes on Rintoul St, 30 km/h speeds, and parking removal. - Please widen the cycle way path a bit (especially if it's as narrow as the Adelaide Rd section from the Basin, as this feels quite scary/claustrophobic to ride due to the narrow width, especially when dodging the gutter / build out on one side and flexi-posts on the other side) - Add some green paint just after the Mein St intersection to make the cycle way continuation clearer - Good that you have removed Eastern side parking between Mein and Rintoul St, and added a protected cycle way along that stretch. This is necessary for the safety of cyclists coming from the previous section of cycle way, including those turning into Rintoul St. - ^ In fact, my friend was run over by a car on his bike in that section just a few days ago. The car was parked on that Eastern side, and my friend has moved to the right hand side of the left line in preparation for a lane change and right turn onto Rintoul. The car driver did a U-turn in front of my friend. Driver mistakes happen so the infrastructure should be fool proof - and removing this parking will help to avoid a similar mistake happening again. - There should also be slightly wider gaps between the cycle way separators after Mein Street for cyclists that choose to merge for the Rintoul St turn (which should remain a safe and clear option alongside the new hook turn option) - The Emmet St hook turn option also needs some attention, because it is currently too small (and probably too complicated) to cater for peak commuter cycle traffic. Increasing the size of the stop box, plus making the pre-merge option safer and clearer may help. Ways to make the merge safer include widening those gaps between separators, and longer bike light phase before the car light at Mein St (see below). - Increase the length of the green bike light (pre-car) phase at Mein St - this will also make it safer for cyclists to merge before cars behind get the green light (I have noticed I only just make it with my E-bike if I'm really quick and assertive, and I want it to be safe for slower/newer/acoustic riders too). Also have the bike light automatically switch to green if no cars are turning left, and after all cars turning left have turned (to avoid missing phase cycles unnecessarily). - ^ Can you please also add an earlier sensor to detect approaching cyclists from the hospital section in order not to miss a light phase cycle. I, like many cyclists, slow down dramatically before traffic lights, in order not to waste too much momentum/energy (relevant for both my acoustic and E bike, due to energy conservation) or wear brakes unnecessarily. However, the current situation encourages approaching fast and stopping quickly, in order not to miss a cycle. I believe Christchurch has cycle detection technology that can do this (and more - it even triggers an orange to red light for cars allowing bikes a guaranteed green, for safety on busy roads. Please look into this tech for Wlg!). - Ensure the Rintoul St intersection traffic lights also sense bikes in the right turn stop box, and as with the previous intersection note, ideally have the detection start earlier in the approaching section as well (so that a turning light shows up). A specific bike light would be useful as well, to give bikes a head start up the hill, especially if there is no cycle lane at the start of Rintoul St. - I love the addition of planter boxes and extra bike stands before turning into Rintoul. RINTOUL STREET STRETCH (between Riddiford St and Luxford St): - I support pedestrian upgrades, bike lanes on Rintoul St, 30 km/h speeds, and parking removal. - However, please add a cycle way in both directions, including the start of Rintoul St (from Riddiford) and including for the downhill section (towards Luxford St). A fully connected cycle way in both directions is the best way to keep new cyclists safe. I am an experienced cyclist and even I can feel pressure from cars travelling at 50 k/m to ride in the door zone, or feel like I'm being passed too closely by cars before or after the Te Wharepouri St lights. - ^ Protected lanes offer people who are inexperienced or cautious cyclists to be able to choose active transport, knowing they will not have to interact with



traffic or feel pressured to ride in the dangerous door zone. This is especially useful given the section goes alongside SWIS, and I know kids at SWIS who are getting into biking or want to - no doubt in part due to their relationship with EkeRua, and I have also taught some of these students basic road cycling skills (previously at Berhamore or Newtown School) and bike mechanics, and there is scope for even more cycle education at SWIS in future. The cycle way is a great opportunity to have these young people biking to school safely if there are cycle lanes in both directions. - Please also reduce the speed to 30 km/h, especially if bike lanes aren't included on both sides. It should be 30km anyway for safe walking or cycle travel for SWIS kids, and anywhere where bikes will have to mix with general traffic. The narrow traffic lanes and lack of formal crossing points in the current layout of Rintoul St, and the schoolchildren, mean 50 km/h already isn't appropriate. Reducing the speed limit here to 30 km/h will improve safety for all without increasing travel times. - Re north end of Rintoul: I understand that the pedestrian crossing build out and bus stop might be the reason for switching to sharrows at the start of Rintoul. Please find a way to address this, including removing the pedestrian crossing build out at least at the transformational stage. Since this section is up hill and busy with the bus route and bus stop, it feels like a dodgy area for me, where taking the lane (around parked cars for example) feels inconsiderate or scary - Again: Please widen the cycle way path a bit (especially if it's as narrow as the Adelaide Rd section from the Basin, as this feels quite scary/claustrophobic to ride due to the narrow width, especially when dodging the gutter / grate build out on one side and flexi-posts on the other side)

**Do you support proposed changes to Luxford Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

- I support pedestrian upgrades, bike lanes on Luxford St, 30 km/h speeds, and parking removal. It would be even better if the cycle way is fully connected on both sides (instead of the remaining car parking) - Thank you for removing the right hand turning lane (into south section of Rintoul St) - this is an important safety feature. My bike friends have had close calls here. - Please ensure that the road is flattened as part of the construction work (remove any potholes). - I would appreciate if the left turn slip lane speed hump had a little gap for cyclists. - Again: Please ensure cycle way path is much wider than the Adelaide Rd section from the Basin (as that section feels quite scary/claustrophobic to ride due to the narrow width, especially when dodging the gutter / grate build out on one side and flexi-posts on the other side)

**Do you support the proposed speed changes on Luxford Street?**

**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

- I support pedestrian upgrades, bike lanes on Adelaide Rd, and parking removal. - I prefer continuous, protected bike lanes on both sides of Adelaide Rd. Painted bike lanes, sharrows, and shared paths do not provide adequate protection. Less-confident riders are likely to hug the left of the lane downhill, in the dangerous car-door zone. - I don't like sharing a busy lane with traffic at 50 km/h. Include protected bike lanes on both sides of Adelaide Rd. If that can't be done, reduce the speed limit to 30 km/h anywhere where bikes will have to mix with general traffic.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>Under 1 hour</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I travel through the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly agree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Strongly agree</b>

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
I appreciate the councils efforts to cater to a range of needs. Removing parking along the cycle way route is important for space, safety, and a great idea. And the reducing of commuter parking is a great solution for dealing with the removal of parking along this route. Over time, the cycle way will reduce demand for parking, and this is a good start for the process. A bit of inconvenience in the interim while more people get used to bussing, biking etc will be necessary to make for a better outcome in the long run. As long as we stay vigilant with providing parks to disabled people (see below), the cycle way and parking changes will encourage more people to find active and/or low carbon modes of transport. Regarding parking eligibility, the main adjustment to the plan I'd like to see is providing mobility (/permit) parking (for non residents), and allowing permit applications from some contractors who might need it (who might not technically count as a trades worker). I'd also like the see resident parking capped at 1 per dwelling, with exceptions (where it's capped at 2) to make it equitable. <sup>[1]</sup> <sub>SEP</sub>

Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?
<b>No</b>
If you park in the parking scheme area, what parking do you have access to and/or use most of the time?
What is your main relationship to the Berhampore and Newtown parking scheme area?
<b>I regularly travel through the area</b>

If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?
If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?
Why did you select that answer?
If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?
If you live in the area, how many vehicles are owned by people in your home?
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
<b>No change</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly support</b>
A maximum of two resident permits per dwelling.	<b>Support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly support</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly support</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Support</b>

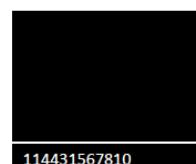
**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

I support the parking plan, because of the great outcomes for biking and encouraging switching to lower carbon modes of transport (bussing and micro-mobility). The car parking doesn't affect me because I travel by bike, but here's my suggestions to make the restrictions and eligibility part more equitable: I would appreciate there being a range of fair criteria for non-resident contractors who can apply and pay for an annual exemption permit - ie. contractors that might not technically be tradesworkers, but still require a motor vehicle for work equipment, such as cleaners (if needing more than 2 hours). Scatter some mobility parking, in addition to allowing mobility permit holders to park in resident parks. Re resident parking allocation limit - I think it should be capped at only 1 with exceptions to make it equitable, such as allowing a cap of 2 for renters (with say 5+ in their house/flat for example) and for any other residents with a particularly large amount of people in their house, maybe multiple/large families (eg. 9+ people). But ultimately, a bit of inconvenience in the interim while more people get used to bussing, biking etc will be necessary to make for a better outcome in the long run. My relationship to the area: I live nearby, occasionally work in the area, visit cafes and bars along Riddiford St, and travel through very regularly by bike. I park my bike, so don't require car parking - but the more bike parking the better, to cater to a growing biking population (which I'm excited about)! I have worked in Newtown and nearby, teaching cycle skills to student at Newtown School, Berhampore school, and bike mechanics to SWIS kids. Occasionally I work at the hospital as a contractor (entering the visitor way), which could do with a lot more bike parking and bike security. Removing parking will make cycling in the area much safer for my peers, and those learning to bike, like these students.

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
Scatter some mobility parking (in addition to allowing mobility permit holders to park in resident parks).	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



114431567810

<b>NAME:</b> Maureen Blakemore	<b>SUBURB:</b> Vogeltown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Oppose</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
I generally think the plan is based on examples from overseas where roads are wider than Wellington cities, less hilly terrain than ours, and cannot see why cycle lanes need to always be part of main routes. Increased cycling and walking in the city is great and even better if the weather allows for it, and there is no need to carry or deliver goods. Placing restrictions in suburbs does not enhance the desire for city living. Slower speeds I agree with due to our narrow streets and heavy use of vehicles and pedestrians.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Rintoul street is too narrow for a bike lane; those attending Wakefield are unlikely to be cycling; those living at Arvida village are predominantly unlikely to be cycling; berhampore is too tight for a cycle lane and raised platforms for buses; businesses will be impacted both in Newtown and berhampore where indicated.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Judder bars will slow the already significant traffic flow in that area; the streets are too narrow for the proposed cycle ways and bus stops.

**Do you support the proposed speed changes on Luxford Street?**  
**Support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Oppose**  
**Do you have any comments to make about the proposed design for this section?**  
 Not sure how multiple users of the Park can get to their games; the plan relies on significant increases in the number and frequency of buses and not yet obvious that is happening; challenging for those who live across town and needing to drive and park.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**  
**Support**  
**If you drive to and park at Wakefield Park, how long do you normally stay?**  
**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I visit the area (e.g. to see friends or businesses)**  
**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Car/Van**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Don't know
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Don't know
The proposed changes will make it safer and easier for people walking.	Disagree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Don't know

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**  
**Oppose**  
**Do you have any comments to make about the overall proposed scheme?**  
 I work in Newtown, walk to work predominantly and only need to park in the event of an urgent need to be at other areas quickly, to pick up children not yet able to walk home alone, attend a

gym in the evening so safer, to dine out as no longer willing to utilise the city businesses due to parking costs and now the suburbs are becoming challenging also.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

**On the street (unrestricted)**

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

**I work in Berhampore or Newtown**

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

**Why did you select that answer?**

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

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

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

**Harder**

**Do you support the scheme's proposed parking restrictions?**

Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Strongly oppose
Only people who live in the area being able to apply and pay for an annual exemption permit.	Oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly oppose
A maximum of two resident permits per dwelling.	Oppose
Putting a cap on the total number of resident permits that can be issued for the parking zone.	Oppose

The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly oppose
Allowing all households in the area to get a number of free day passes for visitors.	Oppose
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	
Monday to Sunday restrictions too long; the time doesn't allow for unforeseen reasons for the length of time; lack of consideration for limited mobility/trades people/delivery/trailer use if required/lack of time to frequent suburb businesses where two hours is the maximum allowed/reduced ability to support local/enjoyment lessened as needing to monitor the time/additional stress for those already stressed with restriction and extra time needed for appointments.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Oppose
The boundaries of the scheme and zones as shown on the map.	Strongly oppose
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	
Zoo patronage may dwindle with boundary close to it; the zone boundaries include newer dwellings where off street parking is not provided; additional cost for ratepayers who may already be struggling; parking outside the proposed zones may place those parking at increased risk of safety.	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Anja Mizdrak	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
I generally support the proposed changes but would like to see them go further. Specifically, additional bike connections to Kilbirnie, Melrose, Houghton Bay, and Brooklyn are needed to enable more trips to be taken by low carbon modes of transport.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I support the proposed plans but they do not go far enough. Specifically, the changes I would like to see are: - further removal of parking along Rintoul St to provide at minimum, the ability for buses to pass each other along the entirety of the route, and ideally, fully separated and protected bike lanes along the entirety of Rintoul St - bike parking provision as close as possible to Newtown Medical Centre - addition of yellow/black speed humps at all side street intersections to slow vehicles prior to turning - 30kph or lower speed limit and corresponding enforcement where fully separated and protected bike lanes are not implemented

<b>Do you support proposed changes to Luxford Street?</b>
<b>Support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I support the proposed plans but they do not go far enough to prioritise low carbon transport. Specifically, the changes I would like to see are: - increased bike parking provision (e.g. in area

currently proposed for chevron markings outside the dairy/laundromat) - addition of concrete posts to protect the cycleway rather than just yellow/black rubber humps I am concerned that the removal of the right hand turn from Luxford into Rintoul would result in increased traffic flows on other side streets in the area (esp Dawson and Blyth) and result in decreased safety for pedestrians and cyclists (esp children travelling to SWISS along this stretch). I think a safer solution would be to keep the ability to turn right but still remove the right turn bay to maintain the width for the separated cycleway, and consider adding traffic lights to signal this intersection.

**Do you support the proposed speed changes on Luxford Street?**

**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Support**

**Do you have any comments to make about the proposed design for this section?**

I support the proposed plans but they do not go far enough. Specifically, the changes I would like to see are: - further removal of parking along this stretch to provide fully separated and protected bike lanes along the entirety of this stretch, including the downhill sections - additional bike parking provision (e.g. at Chilka intersection) - addition of yellow/black speed humps at all side street intersections to slow vehicles prior to turning - 30kph or lower speed limit and corresponding enforcement where fully separated and protected bike lanes are not implemented

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**Don't know**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Disagree
The proposed changes will make it safer and easier for people walking.	Strongly agree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly agree

## Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>	
<b>Support</b>	
<b>Do you have any comments to make about the overall proposed scheme?</b>	
See comments above	

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>	
<b>Yes</b>	
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>	
<b>On the street (residents only)</b>	
<b>In a garage</b>	
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>	
<b>I live in the area</b>	

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>	
<b>Berhampore zone</b>	
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>	
<b>Very likely</b>	
<b>Why did you select that answer?</b>	
Can only fit one household vehicle in the garage and so would apply for a permit for the second. One is a personal vehicle, the other is a business vehicle.	
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>	
<b>Very likely</b>	
<b>If you live in the area, how many vehicles are owned by people in your home?</b>	
<b>Two</b>	
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>	
<b>No change</b>	

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Support</b>

The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per dwelling.	Strongly support
Putting a cap on the total number of resident permits that can be issued for the parking zone.	Support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Oppose
Allowing all households in the area to get a number of free day passes for visitors.	Support
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
<p>In general, I support the parking proposals. I'd suggest the following changes: - Increasing time limit to P180 in some places (e.g. on one side of the street) - Provision of parking permit to non-business groups based in the area. Of specific relevance would be some permits for Newtown PlayCentre to enable day activities not possible by other means (e.g. working bees/construction). I suspect there may be other relevant groups that aren't businesses in this situation too (e.g. churches, clubs) - Removing age of dwelling as a factor in allocation of permits, just whether households have access to off-street parking or not. I do support restrictions on parking permit allocation for new dwellings constructed after the implementation of the parking scheme (i.e. start 2024 rather than 2020 currently stated) - Increased provision of allocated car share parking spaces and working with providers to increase their services in the parking scheme area - I support the further removal of on-street parking provision along arterial routes, and increased provision of resident parking (including some resident only parking) on side streets - particularly the side streets closest to where parking is being removed. Hopefully such changes would enable those living on arterial routes to find spaces on nearby side streets more easily.</p>	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Support
The boundaries of the scheme and zones as shown on the map.	Support
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
See comments above	

Thank you for the opportunity to submit my thoughts on the proposed changes in the Berhampore/Newtown area. I support the plans but agree with Cycle Wellington's views that the proposed changes do not go far enough to support low carbon transport. The plans do not cater adequately for younger and/or less confident cyclists and think this will be a barrier to achieving mode shift.

I consider myself a confident cyclist with ~5 years experience cycle commuting overseas prior to moving to Wellington nearly 7 years ago. At various points I've tried biking in Wellington but have been easily put off by poor driver behaviour and lack of infrastructure. Thanks to the Newtown to City connection, I now regularly commute from Berhampore to the CBD by bike. I will also take my daughter (13 months) to Shorland Park in Island Bay and to Newtown PlayCentre by bike if I'm feeling particularly confident and it isn't too windy. I don't feel confident to make other trips due to the lack of infrastructure. For example, I'd love to take my daughter swimming at WRAC by bike but don't because of the lack of safe cycle routes.

In addition to the suggestions made in the online form, the following would make a measurable difference to my willingness to cycle and my ability to go about my day-to-day life without using a car:

- Full separation of cycleway through the Berhampore shopping area made possible by the removal of the right turn bay on Adelaide Road. The stretch of Adelaide Road between Herald and Luxford Street is currently the single worst bit of my commute as it is impossible to cycle along this stretch without getting either overtaken or undertaken by cars, even though I'm generally travelling at 25-30kph on my e-bike
- Greater enforcement of speeds through the Berhampore 30kph area and video cameras to record dangerous driving. I've rarely managed to catch the number plate of offending vehicles due to the shock of close passes.
- Greater bike parking provision, including covered and secure parking provision that would provide those without a garage a space to store bikes (see image below from London). I'd probably travel more places with my toddler by bike if I knew I could lock up safely close by (e.g. Newtown Medical Centre for routine appointments, friend's houses in the area)

Minor suggestions that I think would improve the experience

- Ensure traffic light phasing doesn't rely on sensors that aren't set off by cyclists. This is currently an annoyance at the Rintoul/Riddiford intersection where the lights don't seem to change until there is a car behind.
- Ensure bike only green lights at traffic lights are on for sufficient duration to enable slower cyclists to ride a 'green wave' of lights along key routes
- Smooth surfaces/attention to detail over surfacing. It looks like the current kerb works on Adelaide Rd have left a seam in what will be the middle of the bike lane. These details make a difference for less confident cyclists.

Ngā mihi nui,

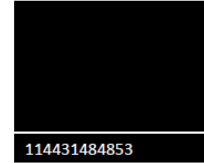
Anja Mizdrak





Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> James Harris	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**



**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Support**

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

Reduce parking by improving public transport and creating real cycle options - including new requirement that all multi-unit buildings must provide secure e-bike garaging and charging areas

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
Coromandel St (south) and Colville St parking is very limited. There are many houses without direct street access, and two Kainga Ora housing blocks being built.
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>One</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

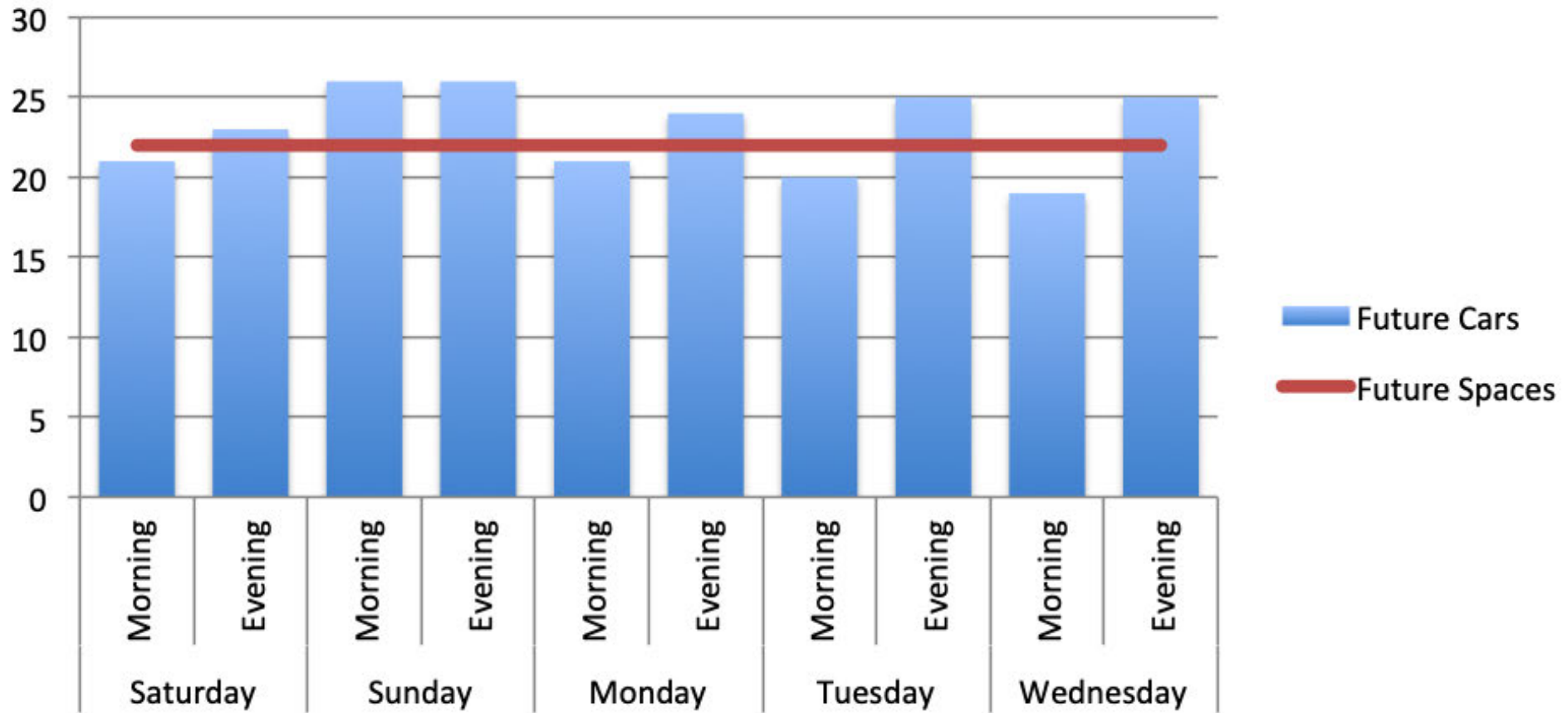
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Oppose</b>
A maximum of two resident permits per dwelling.	<b>Strongly oppose</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Oppose</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly support</b>

**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

Newtown East - Coromandel St (south end) and Colville St. Parking surveys for the two new Kainga Ora housing blocks found these areas are already over 100% occupied. They fill up at the end of the weekend, so permit hours should be 24/7. Kainga Ora promised good ebike parking and charging facilities in its formal consultation - but they have been removed from the actual build. WCC map lacks detail for parking in this area: please ask your draftspeople to visit the site, then re-consult based on accurate drawings. Many houses on Southern Walkway lack road access. Parking in upper block of Coromandel St is therefore already "double-booked", even before 2 new Kainga Ora complexes and the apartment/boarding houses surrounding St Helen's hospital site.

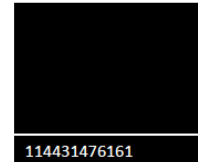
<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly oppose</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
Newtown East - Coromandel St (south end) and Colville St. Parking surveys for the two new Kainga Ora housing blocks found these areas are already over 100% occupied. They fill up at the end of the weekend, so permit hours should be 24/7. Kainga Ora promised good ebike parking and charging facilities in its formal consultation - but they have been removed from the actual build. WCC map lacks detail for parking in this area: please ask your draftspeople to visit the site, then re-consult based on accurate drawings. Mein St should be P30 min only to deter hospital parking. Council should work with hospital to organise public transport that aligns with nursing shifts, to reduce demand for parking.	

### Coromandel St South of Colville: More than full 50% of time if 3 parks lost, *before new cars*



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Bryce Golden-Chen	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
These proposed infrastructure changes are demonstrated improvements to safety and efficiency for people walking, bicycling, riding buses, driving, and parking in these areas. People driving cars and riding bicycles both have more certainty with separated lanes. Local businesses in this area and the CBD will get more customers across all these access modes of transportation when they are safer and easier to access. This approach that considers the whole travel experience and transit system for all types of users reduces hazards & congestion and increases accessibility & public safety.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
These proposed changes are critical for public safety and would significantly improve travel experiences for people walking, bicycling, riding buses, and driving through these areas. Multi-modal improvements would ease car and parking congestion and provide other benefits that are well documented in the research literature. I would strongly support these infrastructure improvements to go even further, particularly bicycle lanes that are separated from traffic and are continuous for uninterrupted connectivity through the entire route. I am wondering if a minimum-width (~3 meter total) two-way bicycle lane design on just one side of the street has been considered.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I strongly support adding bicycle lane(s) separated from traffic to Luxford, but do wonder if a single-side, two-way lane would be more feasible.
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Similarly to previous comments, strongly support these multi-modal infrastructure changes that would bring significant improvements and connectivity needs. Also wondering whether a single-side, two-way bike lane has been considered for the design.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>2 to 3 hours</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I visit the area (e.g. to see friends or businesses)</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bus</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	<b>Strongly agree</b>
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	<b>Strongly agree</b>
The proposed changes will make it safer and easier for people walking.	<b>Strongly agree</b>
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	<b>Strongly agree</b>

## Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>	
<b>Strongly support</b>	
<b>Do you have any comments to make about the overall proposed scheme?</b>	
It appears this plan will add needed flexibility and capacity for parking in the area.	

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>	
<b>Yes</b>	
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>	
<b>On the street (unrestricted)</b>	
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>	
<b>I visit Berhampore and Newtown for other activities (eg shop, recreation, Zoo etc)</b>	

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>	
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>	
<b>Why did you select that answer?</b>	
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>	
<b>If you live in the area, how many vehicles are owned by people in your home?</b>	
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>	
<b>Much easier</b>	

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Oppose</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Neutral</b>

The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Neutral
A maximum of two resident permits per dwelling.	Neutral
Putting a cap on the total number of resident permits that can be issued for the parking zone.	Support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Support
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
Could have similar to the resident permit exemption, an additional one designed for people who work in the area. Also would there be P120 areas where resident permit exemption do not work to prevent resident parking from taking up spaces used primarily for businesses? It seems those might be light-blue retained spots on the map?	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Support
The boundaries of the scheme and zones as shown on the map.	Support
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
The stretch of parking along Adelaide Road by the fields seems to be missing any sort of parking designation.	





## National Association of City Transportation Officials (<https://nacto.org/>)

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Case Study (<https://nacto.org/case-studies>)

# 15th Street Two-way Cycle Track, Washington, DC

Washington

DC

[Urban Bikeway Design Guide \(https://nacto.org/publication/urban-bikeway-design-guide/\)](https://nacto.org/publication/urban-bikeway-design-guide/)



Two-way cycle track, 15th Street, Washington, DC

([https://nacto.org/wp-content/uploads/2011/02/Project\\_TwoWayCycleTrack\\_DC.jpg](https://nacto.org/wp-content/uploads/2011/02/Project_TwoWayCycleTrack_DC.jpg))

15<sup>th</sup> Street, running between Pennsylvania Ave. and V St., was selected as a suitable location to pioneer and experiment with the capital's first protected bike facility on account of its extra roadway capacity and central location. In 2010, the city installed a one-way, southbound, protected contra-flow cycle track. After observing cyclists using the protected facility in both directions, the route was converted to a two-way cycle track. The bikeway is separated from the road by a floating parking lane, buffer, and intermittent yellow plastic pylons. A bicycle signal was also put in place at the intersection with Pennsylvania Ave. to ease the passage of crossing cyclists. According to a 2010 follow-up study by the DDOT, the cycle track has increased levels of cycling, decreased riding on the sidewalk, and diminished the number of vehicles per day. At its full 2.1 mile length, the cycle track will cost an estimated \$250,000.

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15th Street Two-way Cycle Track, Washington, DC | National Association of City Transportation Officials

This project was designed and implemented by the District of Columbia Department of Transportation along a 1.5 mile segment of 15<sup>th</sup> Street between Pennsylvania Ave. and V St. in Washington D.C.

District Department of Transportation (2010) 15th Street NW Separated Bike Lane Pilot Project Interim Results and Next Steps ([https://nacto.org/wp-content/uploads/2011/02/15th Street NW Separated Bike Lane Pilot-Project-Interim-Results-and-Next-Steps.pdf](https://nacto.org/wp-content/uploads/2011/02/15th-Street-NW-Separated-Bike-Lane-Pilot-Project-Interim-Results-and-Next-Steps.pdf))

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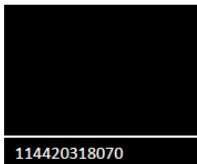
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Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Sai Vea	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Not important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
The proposed changes is premised on a need to reduce CO2 emissions from vehicles. This is not a problem but a scam.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Island Bay have wider streets, is flat and has a bike lane - it is hardly used. What makes you think people will bike if you build a cycle lane? The cycle lane with all best efforts is not safe for children. When it rains or is very windy, it's even more unsafe for both adults and children.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
There is no evidence to suggest there are problems. The proposal is a solution looking for a problem.
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly oppose</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Newtown and Berhampore is not Christchurch, with wide streets and plenty of space. The soccer pitch requires parking spaces. The current Island Bay cycle lane is not well used even by those travelling from the beginning of The Parade to the end of The Parade. Again - please don't waste our rates on this project. The number of people who will cycle and not use their vehicles will not materially increase. Please things as they are.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly oppose</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>2 to 3 hours</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly disagree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly disagree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly disagree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Strongly disagree</b>

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown west</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very unlikely</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very unlikely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>One</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	<b>Strongly oppose</b>
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	<b>Strongly oppose</b>
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Strongly oppose</b>
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	<b>Strongly oppose</b>
<b>A maximum of two resident permits per dwelling.</b>	<b>Strongly oppose</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Strongly oppose</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Strongly oppose</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Strongly oppose</b>

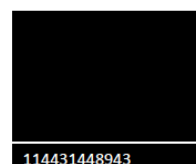
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>
The proposal is not solving the right problem and the solutions proposed is not workable. WCC should build a car parking building in Newtown that is at least the size of the airport car parking building. A suitable site could be at Wellington hospital (space opposite Newtown school). This can be partially funded by Wellington rate payers and user charge. It can be done in a way so unfunded part by rate payers is recoverable over 10 years or so.

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly oppose</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
Scrap the P120 proposal altogether. Many of our health workers park in resident areas. The P120 will just mean nurses and health works from the hospital will pop out every two hours to swap parking spaces. This will affect hospital work, patients and effectively won't solve anything.	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



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<b>NAME:</b> Julie Crisford	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
It is about time that we prioritised all traffic in this area - cars/ buses/ bikes over parking. I do think though that the speed should be lowered the whole way along this road - there is too much traffic and kids and people combined for it to be 50km/h.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I am concerned that this proposal doesn't offer a bike lane on the downhill or reduce the speed for cars in this area. It is a busy street with buses going both ways and the uphill bike lane means that kids going to South Wellington Intermediate could ride from Newtown, but I would not let my child at 11/12 ride back down when there is no protection from cars opening their doors on them, cars and buses driving 50km/h. I was initially excited by this proposal, as I thought it would help independence for those who live close to schools, but can't drive, those kids aged 11-16 - but this doesn't provide safety for them. It is also an extraordinarily narrow bike lane going up the hill, which doesn't allow for passing. This is a steep street and there is a mix of analogue and electric bikes. The bike lane should be a bit wider to allow those with motors to pass those without. I think it's silly to retain car parking on this street long term, as it is also ear marked for light rail/ rapid bus lanes. We should be encouraging those with cars to make room on their own properties to store these, not on a narrow street that already has a high level of traffic.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I am concerned that this proposal doesn't offer a bike lane on the downhill or reduce the speed for cars in this area. It is a busy street with buses going both ways and the uphill bike lane means that kids going to South Wellington Intermediate could ride from Berhampore/ Island Bay, but I would not let my child at 11/12 ride back down when there is no protection from cars opening their doors on them, cars and buses. I think the no-right turn is needed and support the judder bars and speed humps. I think it's silly to retain parking as this area is proposed for light rail/ rapid bus lanes shortly and it will be needed to remove shortly anyway.
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I am concerned that this proposal doesn't offer a bike lane on the downhill area or reduce the speed for cars in this area. It is a busy street with buses going both ways and the uphill bike lane means that kids going to South Wellington Intermediate could ride from Island Bay and Berhampore, but I would not let my child at 11/12 ride back down when there is no protection from cars opening their doors on them, cars and buses driving 50km/h. When creating these bike lanes, we should prioritise those children who should be old enough to get places indecently, but not old enough to drive. This route has too many parked cars along it and places where the bike lane isn't separated from traffic. I would be worried to send my kid along these as they are jammed between the possibility of cars opening doors on them (which killed a 17 year old in Auckland last year) and cars behind and in front of them going 30km/h. This is against the council's own parking priority plan, AND Wake Kotahi's guidelines to have traffic moving so fast next to unseparated bike lanes and car parking. I was initially excited about plans here as I could see kids riding to school from Island Bay (less than 2km away!) but seeing how haphazard these proposed lanes are means I would not allow my kid to ride them, telling them to stay on the footpath. I use Wakefield park regularly and I understand the concern about losing car parking outside here. However, I *also* know that there is a car park around the side that parents often don't find out about until they see it by accident. It is a terrible shame that these lanes are compromised by the Park's need - when the council owns the park too! The council should stop trying to do things in a limited way and allocate some of the money to expanding the side carpark, putting up signs showing where it is, even an electronic sign showing the capacity, and - ideally- also put a lane for cars coming from Berhampore on a busy Saturday to the field to turn into that side carpark. It is BIZARRE to me that children's safety should be risked for the days when the field is used, as this is only 2.5 days (Sat/Sun and Wed nights) out of 7. None of these times overlap with when kids are going to or returning from school really, and yet the kids safety is risked EVERY DAY because of periodic use. I strongly urge the council to upgrade the parking at Wakefield at the same time and stop compromising on people's safety because of their venue's inadequacy.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>

**If you drive to and park at Wakefield Park, how long do you normally stay?**  
**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Bicycle**

<p>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</p> <p>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</p> <p>The proposed changes will make it safer and easier for people walking.</p> <p>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</p>	Strongly agree
	Neutral
	Strongly agree
	Strongly agree

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**  
**Strongly support**

**Do you have any comments to make about the overall proposed scheme?**  
 I think this will be great for freeing up some carparks in the area, and hopefully, long term for reducing the number of cars per household that park long term on the street. This will encourage people to think about their need for a car if they aren't using it regularly, or whether they need to add parking on their property.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**  
**No**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

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

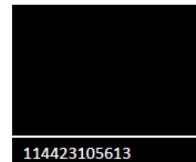
<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Easier</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Michelle Curel	<b>SUBURB:</b> Other	<b>ON BEHALF OF:</b> Newtown Medical Centre	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Low importance**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly oppose**  
**Do you have any comments to make about the overall proposed changes?**  
This will have a massive impact on our Medical centre limiting access for our elderly and acutely unwell patients.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly oppose**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**  
**Neutral**

**If you drive to and park at Wakefield Park, how long do you normally stay?**  
**Don't know**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I own or manage a business in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Car/Van**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**  
**Strongly oppose**

**Do you have any comments to make about the overall proposed scheme?**  
 Massive impact to businesses with no parking especially a Medical centre who has ten thousand patients to look after. Feeling very vulnerable as a business and sad for our patients who are upset by this change.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**  
**Yes**

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

**What is your main relationship to the Berhampore and Newtown parking scheme area?**  
**I own or manage a business in Berhampore or Newtown**

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**  
**Newtown east**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**  
**Very unlikely**

**Why did you select that answer?**  
 I commute into town for work

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**  
**Very unlikely**

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

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

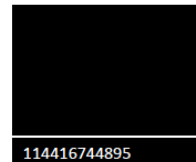
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly support</b>
A maximum of two resident permits per dwelling.	<b>Neutral</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly oppose</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Neutral</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly oppose</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
We are a Medical Centre with 10,000 patients. This will impact our business and our patients access to healthcare especially the elderly and acutely unwell patients	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
<b>You need a mixed model for both residents and patients parking during the day.</b>	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Bogdan State	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly support**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**  
This change would make my commute home a lot safer. I would absolutely use this path. A hook turn onto Rintoul (possibly taking advantage of pedestrian crossing) from Riddiford would be extremely helpful.

**Do you support proposed changes to Luxford Street?**  
**Support**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
These improvements would make us more likely to go to Island Bay shops and use the excellent bike path already there.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Walk/run</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly agree
The proposed changes will make it safer and easier for people walking.	Agree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Agree

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>

If you park in the parking scheme area, what parking do you have access to and/or use most of the time?
<b>On the street (unrestricted)</b>
What is your main relationship to the Berhampore and Newtown parking scheme area?
<b>I live in the area</b>

If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?
<b>Berhampore zone</b>
If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?
<b>Very likely</b>
Why did you select that answer?
My partner and I need to park our vehicles on the street.
If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?
<b>Very likely</b>
If you live in the area, how many vehicles are owned by people in your home?
<b>Two</b>
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
<b>No change</b>

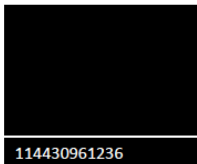
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per dwelling.	
Putting a cap on the total number of resident permits that can be issued for the parking zone.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	

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The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	
The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Mahesh Parmar	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Not important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly oppose**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Strongly oppose**  
**Do you have any comments to make about the proposed design for this section?**  
Please don't do it.

**Do you support proposed changes to Luxford Street?**  
**Strongly oppose**  
**Do you have any comments to make about the proposed design for this section?**  
Funds should be used to fix our crumbling infrastructure not vanity projects which will undoubtedly over-run and the cost will be borne by ratepayers.  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly oppose**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**  
 You are going to make it very inconvenient for homeowners who rely on car parks by their houses. They are unlikely to suddenly start biking everywhere - what about unloading supermarket shopping/taking children in & out of their cars therefore adding more stress?

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**  
**Strongly oppose**  
**If you drive to and park at Wakefield Park, how long do you normally stay?**  
**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I live in the area**  
**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Bus**

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly disagree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly disagree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly disagree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Strongly disagree</b>

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**  
**Strongly oppose**  
**Do you have any comments to make about the overall proposed scheme?**  
 I live at [redacted] The Parade & the parking outside my house will be removed as part of this scheme. I strongly oppose the scheme & would insist that the parks outside my home remain. There is a real safety issue with putting my 2 young children into my car & taking them out too. Simple things like unloading shopping, etc. will be very inconvenient once the parks have been removed. The vehicles travelling north (past the Dee St roundabout) tend to accelerate so it would be very dangerous for me to park in my drive (people tend to be very impatient and make foolish mistakes) whilst navigating buses, traffic, pedestrians, cyclists. The roundabout at Dee St has poor visibility and there have been many near misses as vehicles travelling north are not paying attention to traffic going around the roundabout. The median barrier is too wide on The Parade which is unnecessary - you could still retain the car parks on either side of the road if the traffic

was separated by a dotted white line (like you have done down Adelaide Rd heading towards the basin). This also 'forces' traffic to slow down. The barrier encourages people to 'not stay in their lane'. There is inconsistency with your plans as you are assuming everyone is suddenly going to start riding a bike. I would like the opportunity to provide verbal opposition on your plans when the time arises so please get in touch with me. Thanks, Mahesh

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

**On the street (unrestricted)**

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

**I live in the area**

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

**Berhampore zone**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

**Likely**

**Why did you select that answer?**

Because I need to park my car safely near my house as I have two young children. It will also be difficult to do everyday things such as unload shopping, etc.

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

**Undecided**

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

**Two**

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

**Much harder**

**Do you support the scheme's proposed parking restrictions?**

Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
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Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly oppose</b>
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The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly oppose</b>
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The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly oppose</b>
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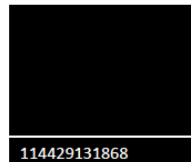
<b>A maximum of two resident permits per dwelling.</b>	<b>Strongly oppose</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Strongly oppose</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Strongly oppose</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Strongly oppose</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
A very convoluted scheme that will be hard to implement, monitor and be understood by users.	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly oppose</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

## Feedback



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<b>NAME:</b> David Tripp	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Doctors for Active Transport	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
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<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>	
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>	

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>

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

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

**Why did you select that answer?**

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

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

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

**Do you support the scheme's proposed parking restrictions?**

Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.

Only people who live in the area being able to apply and pay for an annual exemption permit.

The P120 (resident permit exempt) restrictions applying between 8am and 8pm.

The P120 (resident permit exempt) restrictions applying between Monday to Sunday.

A maximum of two resident permits per dwelling.

Putting a cap on the total number of resident permits that can be issued for the parking zone.

The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.

Allowing all households in the area to get a number of free day passes for visitors.

If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.

<p>The boundaries of the scheme and zones as shown on the map.</p>	
<p>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</p>	

## Doctors for Active, Safe Transport



### Submission to WCC on Karori, Berhampore and Newtown to City Cycle Connections

Dr David Tripp

Doctors for Active, Safe Transport (DAST)

October 2023

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**We would like to present orally on this submission.**

There are substantial health benefits from active transport – in particular cycling. These include substantial reductions in heart disease, cancer, diabetes, dementia and death – illnesses currently pushing our health system beyond capacity. These are detailed in the attached annex.

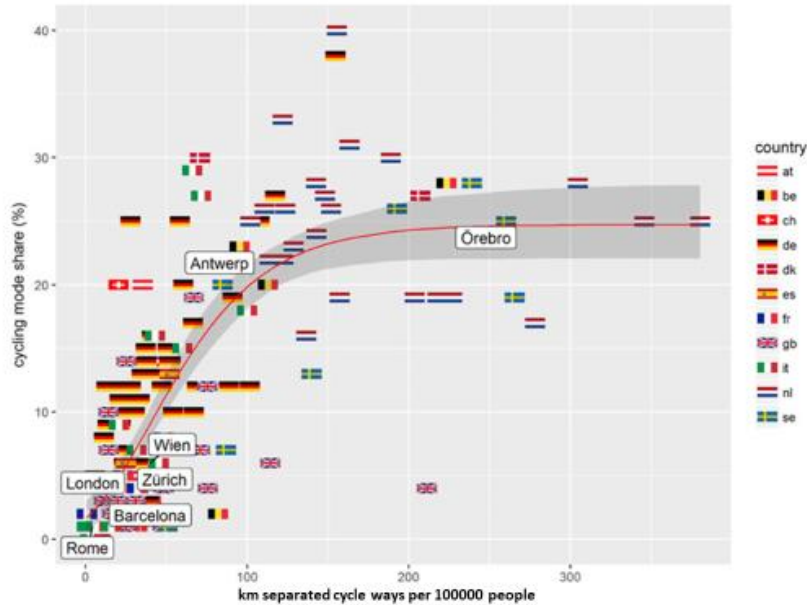
The lives of your people are at stake.

There are also other reasons for continuing to build safe and attractive cycle infrastructure:

- We have an urgent need to reduce carbon emissions from transport.
- Urban intensification in these suburbs will result in relentless gridlock unless substantial mode shift occurs.

This is a dramatic change to the way we do transport.

While cyclists currently compose a very small proportion of road users, for the above reasons you need to build for 10 – 20% mode share by cycling. This is achievable but requires high quality infrastructure:<sup>1</sup>



This requires separated cycle paths. DAST is concerned that sections of the proposed cycle routes remain shared with cars, buses and heavy vehicles.

The quality and design of cycling infrastructure is key to encouraging new people into cycling. A survey of New Zealanders undertaken for a Waka Kotahi Research report in 2011 showed that people in NZ place the highest preference on separated cycle paths, i.e. not shared with anyone except other cyclists.

We also know that some groups of people are more sensitive to design than others, which is relevant to providing inclusive access to better transport options (which are an outcome and strategic priority respectively of the current GPS<sup>2</sup>). Specifically, it has been consistently shown that women prefer separated infrastructure over other cycling infrastructure:

- An international review of 54 studies shows women have stronger preferences for separated cycleways than men. Both genders prefer separated cycleways compared to any other

<sup>1</sup> Mueller N, et al. Health impact assessment of cycling network expansions in European cities. Preventive Medicine. 2018;109:62-70

<sup>2</sup> Ministry of Transport. *Government Policy Statement on Land Transport 2021/22-30/31* Wellington: Ministry of Transport;2021

situation, including on-road cycling or shared paths with pedestrians, but women preferred them more strongly.<sup>3</sup>

- Evidence from Christchurch demonstrates that their ongoing programme of building a network of predominately separated cycleways has increased the proportion of women who cycle. In the central city the overall number of cyclists in the morning peak period has doubled between 2016 and 2021. In this same time period and location, the proportion of cyclists who are women increased from 32% to 46%. (These data were provided by Christchurch City Council). Other interventions in NZ that have relied less on segregated infrastructure have not seen the same increase in female cycling.<sup>4</sup>
- Women who participated in research in the Hutt Valley in 2019 noted that to improve women's cycling there was a need for separated, continuous cycle lanes that "get you to the places that you can go in a car". The three focus groups of wāhine Māori in this research also highlighted that for Māori (who have some of the lowest rates of cycling) wide cycle lanes that support travel with whānau are desirable.<sup>5</sup>
- Women have a double safety burden when it comes to active modes. They are not only impacted by concerns about safety from interacting with cars as cyclists and pedestrians, but also personal safety.

We should be encouraging dramatic mode shift in intermediate and secondary school pupils commuting to school by bike given the deeply concerning increase in obesity in this age group. This will not happen if they are required to share the road on arterial routes with heavy traffic in narrow lanes.

To build lower quality cycle infrastructure is a loose-loose. The cost and disruption of cycle facilities will not achieve the substantial cycle uptake that is required and possible.

For these reasons DAST recommends Council proceed with the proposed cycle routes, and that these cycle facilities should be physically separated from traffic.

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<sup>3</sup> Aldred R, Elliott B, Woodcock J, Goodman A. Cycling provision separated from motor traffic: a systematic review exploring whether stated preferences vary by gender and age. *Transport Reviews*. 2017;37(1):29-55.

<sup>4</sup> Keall M, Chapman R, Howden-Chapman P, Witten K, Abrahamse W, Woodward A. Increasing active travel: results of a quasi-experimental study of an intervention to encourage walking and cycling. *J Epidemiol Community Health*. 2015;69(12):1184-1190

<sup>5</sup> Russell M, Davies C, Wild K, Shaw C. Pedalling towards equity: Exploring women's cycling in a New Zealand city. *Journal of Transport Geography*. 2021;91:102987.

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**Annex: The Health Benefits of Cycling**

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**Who is DAST**

We are a network of over 130 Wellington and Hutt Hospital doctors advocating for the benefits of active transport.

In our roles as specialist doctors, we are often the ambulance at the bottom of the cliff. We daily see the debilitating and painful – often fatal - health consequences of a national that gets far too little exercise.

We aim to promote the health benefits of active transport for all the people of our region and want to help people make healthy choices.

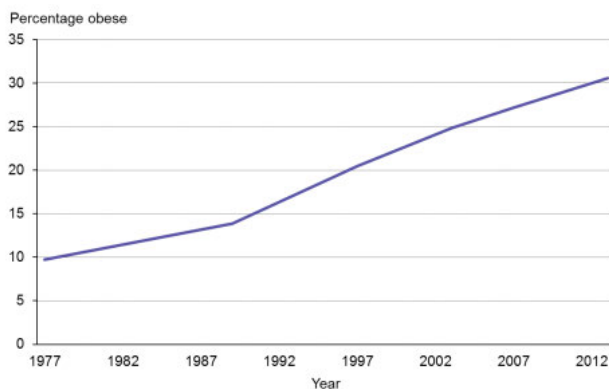
As local political leaders, you can build a fence at the top of the cliff – by leading a paradigm shift from a transport infrastructure focused on private motor vehicles to one which facilitates and promotes active transport.

Despite good intentions, provision for active transport is glacial in terms of progress and consumes a tiny fraction of the budget.

For the sake of the health of the people you lead, and that we care for, this must change.

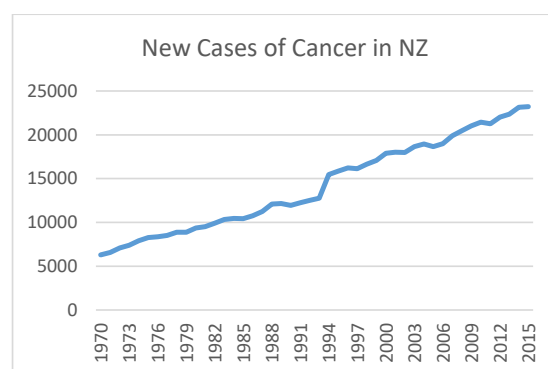
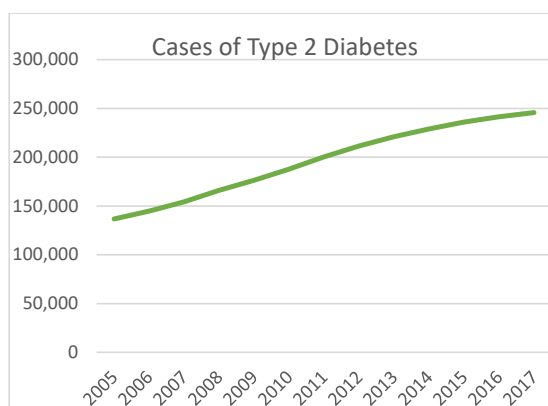
**A Snapshot of Health in NZ**

New Zealand faces a dramatic increase in obesity, and the consequent health problems:



Similarly, NZ faces dramatic increases in the number of people with diabetes and cancer:





### Health Benefits of Active Transport

In high- and middle-income countries physical inactivity has become the fourth leading risk factor for premature mortality.<sup>6</sup> Declining rates of functional active travel have contributed to this population-level decrease in physical activity, and evidence suggests that rising levels of obesity are more pronounced in settings with greater declines in active travel.<sup>7,8</sup>

Evidence for the considerable health benefits of cycling continues to grow.

A recent 5-year prospective study of over 250,000 people (median age 52)<sup>9</sup>, published in the British Medical Journal, found cycling reduced:

- The risk of all-cause mortality by 41%
- The risk of any cancer by 45%

<sup>6</sup> UK Department of Health. Start active, stay active: a report on physical activity from the four home countries' chief medical officers. DoH, 2011.

<sup>7</sup> Pucher J, Buehler R, Bassett D, Dannenberg A. Walking and cycling to health: a comparative analysis of city, state, and international data. *Am J Public Health* 2010;100:986-1992

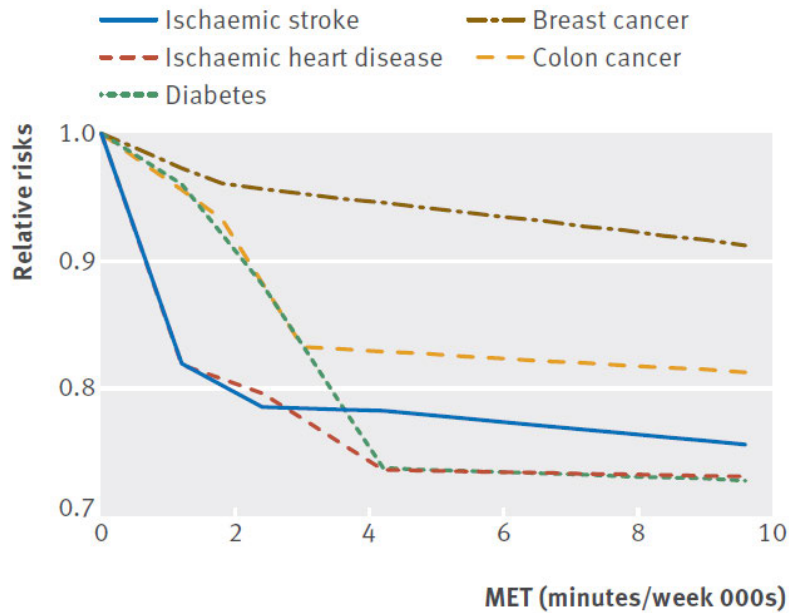
<sup>8</sup> Bassett D, Pucher J, Buehler R, Thompson D, Crouter S. Walking, cycling and obesity rates in Europe, North America, and Australia. *J Phys Act Health* 2008;5:795-814.

<sup>9</sup> Celis-Morales CA, Lyall DM, Welsh P, et al. Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study. *BMJ* 2017;357:j1456. doi: 10.1136/bmj.j1456

- The risk of cardiovascular disease by 46%

Commenting on this study, the Guardian said, “If a magic pill were invented that could generate all of these benefits, we would be falling over ourselves to buy it.”<sup>10</sup>

A summary of 174 individual studies have given us insight into how the risk of cancer, diabetes, and ischaemic heart disease reduces with exercise. The message is clear: the more the better<sup>11</sup>:



Exercise in general has been shown to reduce the risk of stroke by 25%.<sup>12</sup>

Cycling has clear benefits to business. A 3-year study in Cambridge, UK, found a 54% in sickness absence from work each year<sup>13</sup>.

A recent, large study published in the British Medical Journal examined the effect of active transport (cycling and walking) on the obesity epidemic and compared this affect with sport involvement.<sup>14</sup>

<sup>10</sup> <https://www.theguardian.com/environment/bike-blog/2017/apr/20/its-good-to-hear-cycling-to-work-reduces-your-risk-of-dying-but-thats-not-why-i-do-it>

<sup>11</sup> Kyu HH, Bachman VF, Alexander LT, et al. Physical activity and risk of breast cancer, colon cancer, diabetes, ischemic heart disease, and ischemic stroke events: systematic review and dose-response meta-analysis for the Global Burden of Disease Study 2013. *BMJ* 2016;354:i3857. doi: 10.1136/bmj.i3857

<sup>12</sup> Lee CD, Folsom AR, Blair SN, “Physical Activity and Stroke Risk”, *Stroke*. 2003;34:2475-2482

<sup>13</sup> Mytton OT, Panter J, Ogilvie D. Longitudinal associations of active commuting with wellbeing and sickness absence. *Prev Med* 2016;84:19-26. doi: 10.1016/j.ypmed.2015.12.010

<sup>14</sup> Associations between active commuting, body fat, and body mass index: population based, cross sectional study in the United Kingdom, *BMJ* 2014;349:g4887 doi: 10.1136/bmj.g4887 (Published 19 August 2014)

	Reduction in BMI		Reduction in Percentage Body Fat	
	Men	Women	Men	Women
Attributable to active transport	-0.97	-0.87	-1.35	-1.37
Attributable to involvement in sport	-0.10	-0.26	-0.19	-0.34

These findings show a robust, independent association between active commuting and two objective markers of obesity, BMI and percentage body fat. Those who used active modes had a lower BMI and percentage body fat compared with those who used private transport.

These differences are larger than the effect sizes seen in most individually focused interventions based on diet and physical activity to prevent overweight and obesity.<sup>15</sup> They are also approximately four times larger than the reductions in obesity due to involvement in sport.

Active commuting to work has been strongly recommended by the UK National Institute for Health and Care Excellence (NICE) as a feasible way of incorporating greater levels of physical activity into daily life.<sup>16</sup> Policies designed to effect a population-level modal shift to more active modes of work commuting therefore present major opportunities for public health improvement.

Studies consistently suggest that use of active commuting modes translates into higher levels of overall individual physical activity.<sup>17 18 19</sup> A recent UK study provided 103 commuters with accelerometers for seven days and found that total weekday physical activity was 45% higher in participants who walked or cycled to work compared with those who commuted by car, while no differences in sedentary activity or weekend physical activity were observed between the two groups.<sup>9</sup>

There is a now established benefit from physical activity in reducing dementia: “Meta-analyses of longitudinal observational studies of 1–21 years duration showed exercise to be associated with reduced risk of dementia.<sup>2</sup> A further overview of systematic reviews concluded that there is convincing evidence for physical activity protecting against clinically diagnosed Alzheimer’s disease.”<sup>20</sup>

### Is Cycling Safe?

A New Zealand study of ACC injury risks of road cycling 3 times a week, compared to various other activities, found cycling had similar risks to DIY twice a month, 140-fold fewer injuries than skiing 4 – 5 times a year, and 530-fold fewer injuries than playing rugby every 3 weeks.

<sup>15</sup> Stephens K, Cobiac J, Veerman J. Improving diet and physical activity to reduce population prevalence of overweight and obesity: an overview of current evidence. *Prev Med* 2014;15:167-78.

<sup>16</sup> National Institute for Health and Care Excellence. Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (public health guidance 41). NICE, 2012. [www.nice.org.uk/guidance/ph41](http://www.nice.org.uk/guidance/ph41).

<sup>17</sup> Faulkner GE, Buliung RN, Flora PK, Fusco C. Active school transport, physical activity levels and body weight of children and youth: a systematic review. *Prev Med* 2009;48:3-8.

<sup>18</sup> Ogilvie D, Foster CE, Rothnie H, Cavill N, Hamilton V, Fitzsimons CF, et al. Interventions to promote walking: systematic review. *BMJ* 2007;334:1204.

<sup>19</sup> Audrey S, Procter S, Cooper AR. The contribution of walking to work to adult physical activity levels: a cross sectional study. *Int J Behav Nutr Phys Act* 2014;11:37

<sup>20</sup> Livingstone, G et al, Dementia prevention, intervention, and care: 2020 report of the Lancet Commission, *The Lancet*, Vol 396 August 8, 2020

The study concludes that fear of cycling in car-dependent NZ arise from causes other than the actual risk of injury.<sup>21</sup>

**Achieving Mode Shift**

You have the vision – this has all been agreed in policy statements by councils for some years. It is a clear requirement of the Government Policy Statement.

However, it's still not happening. This is a complex process and a “new way of doing business” for council staff, engineering consultants and contractors, community consultation processes, and local businesses.

We are saddened – and your people's health has suffered as a result – that the development of cycling infrastructure remains subject to piecemeal planning and disconnected networks with variable levels of service.

This is also about much more than capital works projects. It is about changing culture and behaviours. It is about changing the choices each of us make each time we leave our homes to go anywhere.

This requires leadership – looking at this evidence and making our cities and roads the best they can be for everyone – not just motorists.

We need to – urgently – *reduce* our dependence on private motor vehicles – they are the key driver of congestion, they are bad for our fragile environment, and they are bad for our health.

Instead, the heart of our transport plan must be to facilitate and promote rapid modal shift.

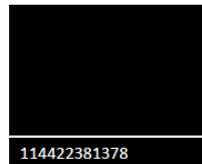
Put simply, we must change. And quickly.

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<sup>21</sup> Chieng M, Lai H, Woodward A. How dangerous is cycling in New Zealand? *Journal of Transport & Health* 2017 doi: 10.1016/j.jth.2017.02.008

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Dr Marion Leighton	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
Excellent improvements although there is more to do. Protected bike lanes on both sides of the road is essential when children will be using them (lots of school traffic for SWIS and to the sports fields and play parks). Essential to reduce speed limits in these tightly packed residential areas to 30kph. Please can we include the connections from Kilbirnie and Melrose as these were included originally (10 years ago) and will allow people to travel safely into town. We know we need a transformative approach with all suburbs connected to really make a difference.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
It would be best to have protected bike lanes on both sides of Rintoul street. It's a narrow street and if parking is retained, then there will still be a squeeze for buses. Also, the uphill bike lane looks v narrow and bikes using this will be going at variable speeds. There needs to be room for safe overtaking, esp if children are using the lanes (yippee), but adult commuters will need to get round them. The reduction of speed limit to 30kph is excellent. I worry that the pavement by the mobility park outside the Newtown Medical Centre is now too narrow for people in wheelchairs, mobility scooters or prams/buggies. please can you check this (esp with the addition of poles to explain the parking conditions!).

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Greatly support the speed limit reduction to 30kph. removal of parking is mostly good. I can't see if you are removing all parking outside the top end footsore and the laundrette, but if possible, it would be good to have a 10 min park and a couple of two hour parks there. It's hard for people who need to do a family's laundry there, and harder still if they need to carry everything a fair distance. Support the pedestrian improvements and bike lanes.
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Great to see removal of parks on the uphill side and a protected bike lane. Please consider a protected bike lane on the downhill side as well - much safer. painted lines and shadows don't protect from doors opening or cars speeding/distracted drivers. There is an expectation with SWIS and Wakefield park in this area that children will be using these lanes, so protected in both directions is really important. Please slow the traffic speed down to 30kph, much safer on shared streets, especially with children crossing for the swing park and wakefield park.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	<b>Strongly agree</b>
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	<b>Strongly agree</b>
The proposed changes will make it safer and easier for people walking.	<b>Strongly agree</b>

The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly agree
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**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
Excellent scheme. Much fairer than the present scheme and will free up the main corridors for transport and ease congestion. Increasing loading zones and mobility parks is important. making room for safe bike lanes is essential with so many more cyclists in the city these days.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very unlikely</b>
<b>Why did you select that answer?</b>
we gave up our car 4 years ago to help with climate change and reduce city congestion. we do use car share and rent and may contribute to a friends permit costs in return for using her car.
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>None - I rent, borrow or use car share</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much easier</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Support</b>
A maximum of two resident permits per dwelling.	<b>Strongly support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly support</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly support</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
This is great. it will free up the main streets for flow of traffic, and mean those living in Newtown are more easily able to find a park while also being fair - everyone gets a chance for a parking permit. I wonder if the ratio of residents to visitors maybe too great. Perhaps 75% residents in streets closer to the shops?	

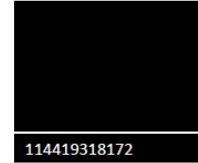
The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	<b>Strongly support</b>
The boundaries of the scheme and zones as shown on the map.	<b>Strongly support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
Overall good but I'd like a few 4 hour parking spots as I often spend more than 2 hours visiting the Newtown shops and cafes. I'll meet a friend for coffee, do some sopping and then have lunch. If I were visiting by car, then 2 hours is too short. 4 hours is still too short for workers, but more relaxed for business clients/shoppers etc. I'd like more mobility parks (there are never enough!), or dual loading zones that can be 20 mins for loading, but up to 4 hours for a mobility permit. Have lots of parks like this along the streets really close to the shops. I'd like extra loading zones (20 mins) by the community centre. I often borrow a car and cart heaps of stuff for events at the community centre but then can't park close by to unload. I'd like to 2 hour parking restriction to end at 6pm which allows for people to spend time at a show, or a pub quiz etc. 8pm is too late. I don't think we need 2 hour parking on sundays and possibly not Saturdays - except near the veg market. there are very few hospital workers on those days and we can often find a park at weekends. This also means people can find parking in Newtown to visit friends for coffee on the weekend. (or publicise the cheap hospital parking on Saturdays) Not quite as relevant but don't put any more electric vehicle charging spots on the street - changing to EVs does nothing for congestion or parking issues, so shouldn't be supported by the city except as a tiny part of climate control. Focus on reducing car ownership and use is more important. Have you thought through how residents with more than two cars or those with a garage full of gear are going to game the	



system and what you will do to prevent this. People will come up with work arounds and community buy in is very dependent on not having freeloaders who get away with it.

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Flavia Machado	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly support**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**  
Can design be updated to have protected bike lanes on both sides of Rintoul St. Painted bike lanes and sharrows do not provide adequate protection still scary to cycle. I'm get frightened sharing a busy lane with traffic at 50 kmh. Can you please include protected bike lanes on both sides of Rintoul St. If that can't be done, reduce the speed limit to 30 kmh anywhere where bikes will have to mix with general traffic

**Do you support proposed changes to Luxford Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**  
So important specially seeing the kids riding to/from school in this streets, with cars, buses. It's essential protected cycle lanes  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
but can we please have continuous, protected bike lanes on both sides of Adelaide Rd. Painted bike lanes, sharrows, and shared paths do not provide adequate protection. While I truly think this can help people to reach Wakefield park by walking biking I know lots of people on the weekends comes from far suburbs with multiple kids, so please make sure enough extra park is added to compensate the removal of parking to accommodate the bike lanes

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I travel through the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly agree
The proposed changes will make it safer and easier for people walking.	Strongly agree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly agree

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I regularly travel through the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>No change</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	

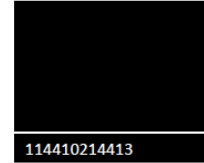
**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

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<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Eliza Prestidge Oldfield	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
We really need raised pedestrian crossings on the side streets coming off the east side of Riddiford Street so kids can walk to school safely - please prioritise this!

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Please I beg you please please please put raised pedestrian crossings on the Riddiford Street intersections between Mein Street and Russell Terrace so kids can walk to school, it needs to be a safe route for children and at the moment it's really not.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Raise crossings are desperately needed on Riddiford Street too. Please. For disabled people, elderly people and children - the current layout is totally inadequate.
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Support</b>

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Support**

**Do you have any comments to make about the proposed design for this section?**

Newtown shops needs raised pedestrian crossings too - why are these only being considered for Berhampore? There's a huge need in all the side streets that come off Riddiford. They're constantly used as cut throughs by cars and kids should be able to walk to school safely.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Car/Van**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Agree
The proposed changes will make it safer and easier for people walking.	Agree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Agree

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Strongly support**

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

I support this - but it has to go together with the walking and biking improvements, in particular making it possible for kids to walk to Newtown Primary, St Anne's and SWIS with more pedestrian crossings. This will ease up parking demand at drop off and pick up times

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Undecided</b>
<b>Why did you select that answer?</b>
We have a parking space on our property
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>One</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Easier</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly support</b>
A maximum of two resident permits per dwelling.	<b>Strongly support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly support</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Support</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Support</b>



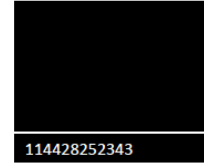
**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

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<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Ruth Grimes	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Oppose</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
The convergence of cycle and motor traffic creates a zone of danger and confusion pushing cyclists in to motor traffic.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I work in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>

<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

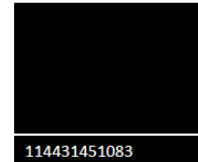
<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	
The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Jonathan Markwick	<b>SUBURB:</b> Brooklyn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
Currently the only legal way to bike from Island Bay to Newtown is to ride in an arterial traffic lane in the path of heavy high speed traffic. Please allow people the freedom to get around the city without being killed.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Currently it's quite difficult for bikes to merge with traffic going south on Riddiford Street after the current bike lane ends. The planned extension to Emmett street and removal of these car parks will be much safer. The uphill bike lanes on Rintoul street will allow people the space to bike safely and legally between Newtown and Berhampore without being killed. It is more than worth removing the parking spaces to achieve this.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
The width of this road encourages vehicles to speed excessively, meaning that it's unsafe for bikes who legally must bike in the path of speeding vehicles. The benefits to safety strongly outweigh the inconvenience of removing parking spaces.
<b>Do you support the proposed speed changes on Luxford Street?</b>

**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Support**

**Do you have any comments to make about the proposed design for this section?**

I strongly support removing the parking on the northbound side of this route to allow for a safe place for people to bike without the risk of being killed by motorists. There is inadequate protection for bikes in the southbound direction, especially through Wakefield park. The wide stretch of Adelaide road through Wakefield park encourages traffic to speed and overtake bikes at high speeds, creating a very dangerous environment. This is especially the case south of the pedestrian crossing by the clubrooms where the downhill gradient ends, meaning bikes can't safely join the fast moving traffic. I believe there is more than enough road with to accomodate a southbound bike lane south of the pedestrian crossing at least.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I visit the area (e.g. to see friends or businesses)**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Walk/run**

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Agree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly agree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Agree</b>

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I visit Berhampore and Newtown for other activities (eg shop, recreation, Zoo etc)</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much easier</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	<b>Support</b>
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	<b>Strongly support</b>
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Support</b>

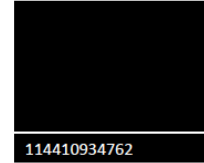


The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per dwelling.	Neutral
Putting a cap on the total number of resident permits that can be issued for the parking zone.	Neutral
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Support
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	
Resident households should only be eligible for one parking permit only rather than two.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Support
The boundaries of the scheme and zones as shown on the map.	Support
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	
Please monitor the parking situation on Alexandra Road, it may be necessary to prevent people parking in dangerous places.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Ben Gittos	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly oppose**  
**Do you have any comments to make about the overall proposed changes?**  
 There are not enough cyclists using the roads to make these changes viable. Conversely, the re-engineering of these streets is having a notably adverse effect on motorists both in terms of traffic flow and in finding a park. I drive up and down Crawford Road on a daily basis and only occasionally see the cycle lane being used. However, the road is always full with cars.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Oppose**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>1 to 2 hours</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
1. I am strongly opposed to permit parking system being introduced into Newtown and Berhampore, especially during a cost of living crisis. It is yet another cost and added stress for households to bear in Newtown and Berhampore. 2. If this proposal does go ahead, I think the first parking permit applied for by residents who are ratepayers should be free. Put another way, the first parking permit applied for by a ratepayer should be viewed as one of the services we pay for in our annual rates bill, and therefore complimentary. We have had steady rates rises recently and adding the cost of a parking permit would be yet another increase on our rates bills, and another burden to absorb in a cost of living crisis. Moreover, this increased cost would only apply to residence in Newtown and Berhampore. For this reason, please consider making the first parking permit free for ratepayers in the affected suburbs. I am sure such an amendment would

make this proposal more palatable for residents. 3. I think this proposal will negatively impact hospital workers. I think WCC and/or Te Whatu Ora need to provided a lot more FREE parking for hospital staff that is both safe and easily accessible. I think this proposal is going make things more challenging for the majority hospital staff.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

**On the street (unrestricted)**

**In a garage**

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

**I live in the area**

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

**Newtown east**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

**Very likely**

**Why did you select that answer?**

Our household owns two cars and lives in Newtown. Therefore, we rely on being able to park on the street.

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

**Undecided**

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

**Two**

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

**Harder**

**Do you support the scheme's proposed parking restrictions?**

Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
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Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly oppose</b>
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The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly oppose</b>
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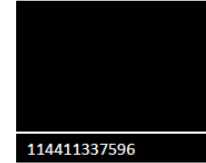
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly oppose</b>
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<b>A maximum of two resident permits per dwelling.</b>	<b>Strongly oppose</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Strongly oppose</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Strongly oppose</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Strongly oppose</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
<p>1. I am strongly opposed to permit parking system being introduced into Newtown and Berhampore, especially during a cost of living crisis. It is yet another cost and added stress for households to bear in Newtown and Berhampore. 2. People If this proposal does go ahead, I think the first parking permit applied for by residents who are ratepayers should be free. Put another way, the first parking permit applied for by a ratepayer should be viewed as one of the services we pay for in our annual rates bill, and therefore complimentary. We have had steady rates rises recently and adding the cost of a parking permit would be yet another increase on our rates bills, and another burden to absorb in a cost of living crisis. Moreover, this increased cost would only apply to residence in Newtown and Berhampore. For this reason, please consider making the first parking permit free for ratepayers in the affected suburbs. I am sure such an amendment would make this proposal more palatable for residents. 3. I think this proposal will negatively impact hospital workers. I think WCC and/or Te Whatu Ora need to provided a lot more FREE parking for hospital staff that is both safe and easily accessible. I think this proposal is going make things more challenging for the majority hospital staff.</p>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly oppose</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
<p>1. If this proposal goes ahead, I think raising the free parking time from 120 minutes to 180 minutes or having a mixture of 120 and 180 minute limits would improve the proposal. I also think have the enforcement time reduced from 8am-8pm to 8am-6pm would make it more workable.  2. If this proposal goes ahead, I think the boundary should be restricted the streets immediately adjacent to the hospital. That is, stop south of Constable Street, stop east of the part of Coromandel Street, stop west of Hanson Street and stop north of Drummond Street. Note - I am strongly opposed to the proposal as a whole.</p>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Christina Tyson	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> The Salvation Army Newtown Centre	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

<p>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</p>	
<p>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</p>	
<p>The proposed changes will make it safer and easier for people walking.</p>	
<p>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</p>	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Support**

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

Concerned about impact on staff of businesses in the area - there needs to be provision for them, as public transport is not suitable, especially for working parents of young children who need to be able to get to schools etc for pickups and drop offs and emergencies.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

**On the street (unrestricted)**

**What is your main relationship to the Berhampore and Newtown parking scheme area?**  
**I own or manage a business in Berhampore or Newtown**

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**  
**Newtown east**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**  
**Undecided**

**Why did you select that answer?**

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**  
**Very unlikely**

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

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

**Do you support the scheme's proposed parking restrictions?**

Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	Support
Only people who live in the area being able to apply and pay for an annual exemption permit.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Support
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Support
A maximum of two resident permits per dwelling.	Oppose
Putting a cap on the total number of resident permits that can be issued for the parking zone.	Oppose
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Neutral</b>
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The boundaries of the scheme and zones as shown on the map.	Neutral
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

From: Christina Tyson <[REDACTED]>  
Sent: Monday, 18 September 2023 6:03 pm  
To: Megan McDonald <[REDACTED]>  
Cc: Jenna Limmer <[REDACTED]>  
Subject: RE: Salvation Army Submission

Kia ora Megan, great to meet you tonight!

Below is the information you've asked me to convey on behalf of our centre. This is in addition to the more generic online submission I've already made. We'd be more than happy for you to come for a site visit (as you suggested). I've CC'd Jenna Limmer who is the Facilities Manager for our site as she could help with this.

As a bit of background, about five years ago, our site relocated a range of Newtown and Berhampore Salvation Army services to one centralised footprint, on the cnr of Riddiford and Normanby Streets. Those services and activities include: a church congregation, a drug and alcohol rehab centre (this is a residential service with clients living near Wellington Zoo), a problem-gambling service, the Wellington Community Ministries welfare centre, an Early Childhood Education Centre (ECEC) that is open from 8-5:30pm daily, and a Family Store selling second-hand goods. Our welfare centre provides food parcels, financial mentoring, oversight of three community houses for people with intellectual disabilities, and oversight of a social work team supporting Salvation Army transitional houses stretching from Porirua, Johnsonville and Karori, over to Hutt City, and back to Newtown and surrounding suburbs. We also provide a weekly playgroup, regular social activities for seniors, and run a weekday drop-in centre onsite visited by around 100 people most days. We are a local hub for the Fruit and Vege Co-op initiative, which provides volunteer opportunities. In addition, our centre is used by a range of community groups, including English Language Partners, Plunket before-school checks, a range of people delivering professional development training, and occasional Family Group Conferences for Oranga Tamariki. Funerals are also held at our centre from time to time.

**Our current parking reality:** We have approx. 50 staff onsite and a number of regular volunteers. We have 34 onsite car parks (accessed from Donald MacLean Street), of which 8 are visitor parks and 2 are disability parks. At the start and end of the day our visitor carparks are used as drop off and pick up parks for ECEC parents, and after that they are used as guest parks for those visiting the centre during the day. The remaining non-guest parks are for social workers and other staff who travel around the community during the day. A few of our staff and volunteers bike, walk or take public transport, but most access untimed street parking. Currently it can be hard finding parks for staff.

**We certainly support the Council's desire to see those who can change their mode of transport to free more carparks for residents and visitors, but we do have the following concerns (and some suggestions related to these):**

- We would like to be able to offer some of our regular staff the opportunity to park without charge or penalty all day, and without having to move their cars every two hours.
  - Under the new digital number-plate system we are not sure that if staff or those accessing activities at our centre do move their cars, would this still result in a parking fine if they are simply moving it from one street to another? This would also be a challenge for occasional all-day weekend events that conclude before 6pm. *We would like clarity around this please.*
- We would prefer to see three-hour street parking (or even four?). This would mean that people using our centre during the week could move their cars at lunch time rather than every two hours (again, the question above about whether people can even move their cars without getting ticketed for still being on a Newtown street is relevant here too).
  - We note that for those attending funerals on weekdays of any churches will find two hours insufficient. Three hours is more reasonable for a service and the refreshments that typically follow a funeral. This is important for appropriate honouring of the grief of those farewelling loved ones and to reduce their stress in a difficult time.
- On behalf of our church congregation but also others in the area (such as the Pacific Islanders Congregational Church on the cnr of Daniell and Constable Streets), parishioner parking of two hours on Sundays will not be sufficient. Our church service is at 10:30, but those attending typically come from 9:30-10 to meet with friends before church and help in volunteer capacities, and then stay for morning tea after our church service finishes. Most people would be onsite from 9:30 to at least 12 or even 12:30pm. When we hold a church lunch then people are onsite from 9:30 until 1:30.

- For this reason, we would like to see Sunday street parking limits at four hours minimum or even free on Sunday.
- Practically speaking, for a wide range of community-strengthening activities on a weekend (not just our own centre's), we would suggest that consideration be given to four-hour limits on Saturday and four-hour or free on Sundays for street parking.
- You indicated that perhaps our site might be eligible for the number of residential parking permissions that a location of our size would represent in terms of equivalent residences. That would be a good solution. However, as a charity that seeks donor funds for essential welfare services, we would prefer not to be using donor funds to underwrite carparking costs so would prefer that these, if issued to our centre for some staff, would be free of charge.
  - Those we would be likely to prioritise are those who commute from further than surrounding suburbs and outside the Wellington CBD (whose public transport journey is more complicated) and especially those parents who are doing school drop-offs and pickups – these parents also need to be able to pick up children when they are sick, which can be difficult when using public transport. We note that this can be a gender-equity issue as the tasks of school drop-offs/pick-ups/emergency pick-ups do sadly still tend to fall more on females than males.
- In addition – and very importantly – we want to advocate for those on low incomes (including beneficiaries), including students. Such people access our welfare services, including food assistance and we want to use our voice to make representation on their behalf.
  - Our suggestion is that WCC consider either allowing Community Services Card holders to receive exemption for car parking charges OR that they at least they receive some sort of discount.
  - Community Service Cards are an established way of providing additional support for low-income people in the New Zealand community with objective eligibility criteria already set by central government. It would seem helpful for WCC to use this as a criteria for any discounts or exemptions for its parking scheme, rather than try to invent and oversee some new and likely contested mechanism.

Thanks for considering these matters and for setting up the opportunity this evening in our local community centre for this sort of engagement with Council. It is appreciated!

Ngā mihi nui!

**Christina Tyson (Major) (She/Her)**  
**Corps Officer (Pastor), Wellington South Corps/Newtown Centre**  
**The Salvation Army New Zealand, Fiji, Tonga & Samoa Territory**  
 [REDACTED] Newtown, Wellington, 6021

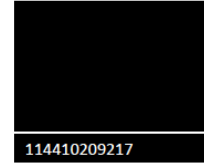
p: [REDACTED]  
 e: [REDACTED] [www.salvationarmy.org.nz](http://www.salvationarmy.org.nz)

*"Pay attention to the things that bring a tear to your eye or a lump in your throat because they are signs that the holy is drawing near."*

- Frederick Buechner

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Patrick Morgan	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> Cycling Action Network	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly support**  
**Do you have any comments to make about the overall proposed changes?**  
I support these plans, but they do not go far enough. Specifically, these plans lack: - bike connections to Kilbirnie via Wilson St or Constable St - bike connections to Melrose and Houghton Bay via Mansfield St, Roy St, and Russell Tce - safe, attractive, and protected bike connections along Riddiford St from Mein St to Mansfield St - setting area-wide 30 kmh speeds on shopping and residential streets These connections were included in earlier plans. To achieve the Council's mode shift, safety, and climate goals we need a transformative approach, not just one route.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Support**  
**Do you have any comments to make about the proposed design for this section?**  
I support pedestrian upgrades, bike lanes on Rintoul St, 30 kmh speeds, and parking removal. I prefer protected bike lanes on both sides of Rintoul St. Painted bike lanes and sharrows do not provide adequate protection.

**Do you support proposed changes to Luxford Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**  
I support pedestrian upgrades, bike lanes on Luxford St, 30 kmh speeds, and parking removal.  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I support pedestrian upgrades, bike lanes on Adelaide Rd, and parking removal. I prefer continuous, protected bike lanes on both sides of Adelaide Rd. Painted bike lanes, sharrows, and shared paths do not provide adequate protection.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly agree
The proposed changes will make it safer and easier for people walking.	Strongly agree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly agree

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
With increasing demand for scarce parking spaces, this looks like a good plan. It will balance the needs of residents and visitors. Keen to hear what others think.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
To increase the chance of finding a car park near where we live.
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Unlikely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>One</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>No change</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Support</b>
A maximum of two resident permits per dwelling.	<b>Oppose</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly support</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Neutral</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Support</b>

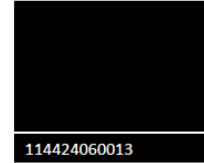
**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

The resident parking permits are too cheap. I understand that Govt law sets the maximum fee at cost recovery (around \$200), but that does not accurately reflect the value of on-street parking. Please advocate to the Govt to amend the law, so Council can charge a fair fee for the private use of public land.

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Jo Lambert	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly oppose**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly oppose**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Do you have any comments to make about the proposed design for this section?**



<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Neutral</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

### Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>	
<b>Berhampore zone</b>	
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>	
<b>Very unlikely</b>	
<b>Why did you select that answer?</b>	
because I am a resident and would have no other option. At a time when the cost of living is unsustainable I cannot believe that the Council is intending to fleece another \$195 x 2 off residents who already pay exorbitant rates and encroachment fees. Th	
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>	
<b>Very unlikely</b>	
<b>If you live in the area, how many vehicles are owned by people in your home?</b>	
<b>Two</b>	
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>	
<b>Much harder</b>	

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly oppose</b>
A maximum of two resident permits per dwelling.	<b>Strongly oppose</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly oppose</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly oppose</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly oppose</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
50 free passes is completely insufficient, and a charge of \$18 per day is exorbitant.	

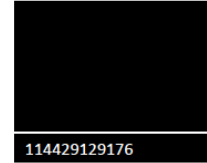
The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	<b>Strongly oppose</b>
The boundaries of the scheme and zones as shown on the map.	<b>Strongly oppose</b>

**If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.**

All this scheme is going to do is push people to park beyond the zone, and inconvenience residents and their guests. This will put pressure on neighbouring streets - which no doubt you will then choose to zone, so you can collect more money off ratepayers. Also - pushing people to park outside the zone is unsafe, particularly for women at night walking through poorly lit areas.

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Tony Paine	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Mary Potter Hospice	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

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<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>	
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>	

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

### **Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	



## Berhampore Newtown Parking Scheme Proposal

Submission from Mary Potter Hospice Charitable Trust

### Summary

- Mary Potter Hospice strongly opposes the proposed approach to parking near our premises in Mein Street.
- Reducing the number of longer stay on-street parks, and moving the bulk of remaining longer stay parks further away from the Hospice will:
  - Make it significantly harder or impossible for the 50 Mary Potter Hospice staff and volunteers each week who rely on parking on the street, to get a car park at all, let alone a safe convenient car park. This risks eroding the quality and safety of patient care, adds additional stress to people working in an already difficult essential service, and will make it even harder for us to recruit and retain staff.
  - Make it much more stressful for visitors to the Hospice, who should not have to be at the bedside of their loved one worrying, for example, about having to move their car from a P120 zone.
- We say the Council needs to design a system that recognises the needs of all members of the Newtown community, including people who work in the area or who need to visit for longer periods of time. It does not make sense to try and solve one problem by creating another equally untenable problem.

### 1. Background

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

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

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

## 2. Submission

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

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

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

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

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

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

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

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

*"I do park in the street before morning shifts (start at 0700) and sometimes before afternoon shifts (starting 1430). It is currently quite difficult to find a space but still possible. If I come early I can generally get a park but it does often lead to a poor night's sleep as it does play on my mind a bit! For pm shifts better to park on site if you can from the point of view of safety ie leaving the hospice. I*



*travel from Upper Hutt so public transport is not really an option for me. I would imagine that the proposed changes to parking will have an impact on recruitment and retention!"*

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

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

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

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

### **3. Conclusion**

We strongly urge the Council to reconsider your approach to parking in Newtown and Berhampore. You are simply going to 'solve' one problem by creating another. We urge you to create a scheme that recognises and responds to the needs (including proximity to their workplace) of people who work in the area, that doesn't increase the risk of them not being able to get a park or of having a very long walk to work.

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

### **4. Support from other groups**

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

For example, Peke Waihanga fully support Mary Potter's submission. "Peke Waihanga has a shared drive access with Mary Potter hospice. We have 22 permanent staff who provide prosthetic and orthotic services for about 1100 amputees in the central region. Many attend the wellington clinic by car or taxi. We occasionally support Mary Potter by allowing use of our carparks if vacant for any

reason. Local businesses, including ours already struggle to attract staff due to the very tight parking situation. The proposed changes are untenable.” Penny Hanning, Central Regional Manager, Peke Waihanga, Artificial Limb Service Orthotic Service 42-46 Mein Street, Newtown  
[penny.hanning@nzals.co.nz](mailto:penny.hanning@nzals.co.nz)

**5. Seek to speak**

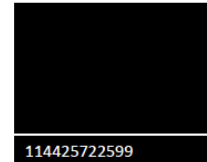
We would like to make an oral presentation to the Council in support of this submission.

Tony Paine  
CE  
Mary Potter Hospice



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Beth Walker	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
These changes will make it easier to walk, bike, bus, or scoot around or through Berampore.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Increase the length of the green bike light phase and have it automatically switch to green if no cars are turning left or after all cars waiting have turned. Install down hill protected cyclelanes. Also reduce speed limits to 30 km/hr. People need the option to merge into traffic into Riddiford st because the hook turn box wont accommodate all cyclists. The green bike light phase at Riddiford and Mein st needs to be longer to allow time for all cyclists to get across Mein st and move into the right hand turning lane to make their way up Riddiford st. Currently it's too short and only a couple of fast bikers get across before the traffic starts coming. It would also help with cyclelane efficiency if the bike light switched back to green once cars have turned or to stay green if no cars are waiting to turn. Add green paint just after Mein st to make it clear the cycleway continues. Ensure the right hand turn light shows when cyclists are waiting at the Riddiford and Rintoul st intersection. The hook turn box is a good tool to make biking accessible to everyone even if they are not confident merging with traffic, so please keep the hook turn box and promote how to use it but also increase the length of the light phasing. The hook turn box is not large enough to accommodate more than three cyclists safely. At peak times there are often ten or more cyclists waiting for the green bike light at the Mein st intersection and they all move off together and come to the Rintoul st intersection at the same time. The hook turn box wouldn't be

able to accommodate all of them, which is why a longer light phase is needed. Reducing speed limits to 30km per hour will also help improve safety for everyone and help cyclists merge safely. Please install a protected cycle lane on down hill stretches too. Protected lanes offer people who are inexperienced or cautious cyclists to be able to choose active transport knowing they will not have to interact with traffic. Great to see more bike parking and planter boxes being installed in this section. Also it's great to have a protected cyclelane on east side of Riddiford st. My friend recently got hit by a car on this section of the road whilst he was biking through.

**Do you support proposed changes to Luxford Street?**  
**Strongly support**

**Do you have any comments to make about the proposed design for this section?**  
 I support removing the right hand turn here to allow space for bikes and buses.

**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Strongly support**

**Do you have any comments to make about the proposed design for this section?**  
 Support better pedestrian crossings and access.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**  
**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**  
**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I travel through the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly agree
The proposed changes will make it safer and easier for people walking.	Strongly agree

The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly agree
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**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
This scheme is a crucial step towards creating a more livable vibrant city where the air is cleaner because there are less pollutants coming out of exhausts and people of all ages can choose active transport knowing they are going to be safe in separated spaces. It will also create a city where people meet and connect in shared spaces.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I regularly travel through the area</b>

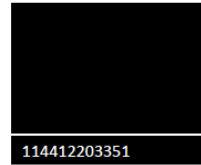
<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>No change</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly support</b>
A maximum of two resident permits per dwelling.	<b>Strongly oppose</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly support</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly support</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
I oppose house holds being issued two parking permits. To achieve a lower emissions city with cleaner healthier air and less injuries caused by cars we need to nudge people towards buses, light rail and active transport. I also oppose 120 car parking as I think it should be paid parking. To increase access for disabled visitors could more permits be issued to residents who often host visitors with limited mobility.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	<b>Strongly oppose</b>
The boundaries of the scheme and zones as shown on the map.	<b>Support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
I think there should be even less free for all parking and it should be residential and paid parking with a 120 limit. This is again in the aim of encouraging more shift. The parking scheme is incremental to setting up more protected bike lanes and bus priority lanes which is why I would support it being rolled out city wide.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

## Feedback



NAME: Christopher Peace	SUBURB: Berhampore	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>

**Do you have any comments to make about the proposed design for this section?**

\_\_\_\_\_

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

\_\_\_\_\_

**If you drive to and park at Wakefield Park, how long do you normally stay?**

\_\_\_\_\_

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

\_\_\_\_\_

**How do you normally travel along the Berhampore Newtown route most of the time?**

\_\_\_\_\_

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Support**

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

\_\_\_\_\_

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

**On the street (unrestricted)**

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

\_\_\_\_\_



**I live in the area**

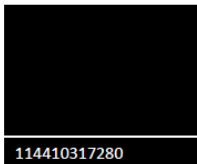
<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Berhampore zone</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Undecided</b>
<b>Why did you select that answer?</b>
The current scheme show no control over the space directly outside the access to our house [REDACTED] Royal Street. We have had problems with large vans and trucks parking there and blocking access tour house and would prefer the space be reserved for us so we ca
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very unlikely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>One</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	<b>Support</b>
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	<b>Support</b>
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Support</b>
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	<b>Support</b>
<b>A maximum of two resident permits per dwelling.</b>	<b>Strongly support</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Neutral</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Strongly support</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Support
The boundaries of the scheme and zones as shown on the map.	Support
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Aperahama Locke	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Moderate importance**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Neutral**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Do you have any comments to make about the proposed design for this section?**

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<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>1 to 2 hours</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
My main issue with the Berhampore changes is that parking is relatively fine in the suburb now, but your changes are going to cause overflow and therefore ruin the parking for residents, your changes are literally creating the problem, let that sink and while you take my rates for your salary.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>

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

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

**Berhampore zone**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

**Very unlikely**

**Why did you select that answer?**

\$195 is far too expensive, you have already scammed us in the rates, and have ruined a great bus system, and let the pipes go to ruin, once you prove you can provide value for the money you take maybe i'll be converted

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

**Very unlikely**

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

**Three**

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

**Much harder**

**Do you support the scheme's proposed parking restrictions?**

Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
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Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Neutral</b>
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The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Oppose</b>
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The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Oppose</b>
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A maximum of two resident permits per dwelling.	<b>Oppose</b>
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Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Oppose</b>
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The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Support</b>
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Allowing all households in the area to get a number of free day passes for visitors.	<b>Support</b>
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**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

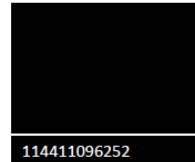
My main issue with the Berhampore changes is that parking is relatively fine in the suburb now, but your changes are going to cause overflow and therefore ruin the parking for residents, your

changes are literally creating the problem, let that sink and while you take my rates for your salary.

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly oppose</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

## Feedback



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<b>NAME:</b> Raewyn Hailes	<b>SUBURB:</b> Johnsonville	<b>ON BEHALF OF:</b> CCS Disability Action	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Support**

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

Newtown has 138 mobility permit holders and Berhampore 86. This area of the city has a Hospital, medical practises, laboratories and other medical services that are regularly used by people with limited mobility. With increasing growth in the aging population the demand for mobility parking spaces will increase. The current number of mobility car parks in this area is not sufficient for the high demand. There will always be a number of people with disability for whom a private vehicle is the only available transport.  
<https://www.youtube.com/watch?v=5OiHZL03wJo> As this is the first roll out in the city, installation of additional mobility car parks should be cosidered.



Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?
<b>Yes</b>
If you park in the parking scheme area, what parking do you have access to and/or use most of the time?
<b>On the street (unrestricted) In a mobility park</b>
What is your main relationship to the Berhampore and Newtown parking scheme area?
<b>I speak for the 138 Mobility Parking Permit Holders on Newtown and the 86 in Berhampore</b>

If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?
If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?
Why did you select that answer?
If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?
If you live in the area, how many vehicles are owned by people in your home?
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
<b>Harder</b>

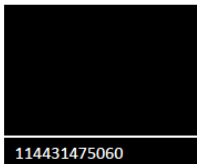
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Support</b>
A maximum of two resident permits per dwelling.	<b>Oppose</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Oppose</b>

The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly support
Allowing all households in the area to get a number of free day passes for visitors.	Support
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Support
The boundaries of the scheme and zones as shown on the map.	Support
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> John Ong	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
Yes, yes and more yes to these proposed changes. The changes you've already made between Newtown and the city have been fantastic. They've enabled me to avoid using my car for so many regular trips. This proposed work will be another piece of the puzzle added to make a better transport network in this area.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I use this part of the route every day (dropping young children off at daycare, going to work, going to the local shops). I strongly support these changes, but have some feedback to make it even better. The green cycle light at the Riddiford/Mein intersection heading South needs to go for longer before the motorists' green. I would prefer a separated bike lane on both sides of the road on Rintoul Street. This would make the route safer and more accessible for children and less confident cyclists. The space between the 'door zone' and cars crossing the centreline going uphill is very, very narrow. As a resident and daily user, I find parked cars to be the biggest cause of danger on the Newtown end of Rintoul St. If you are retaining parking on most of the downhill side of the street, please take the opportunity to remove a couple of spaces for safety. About 2-3 cars parked north of the Stoke St intersection block vision for drivers trying to turn right out of Stoke St onto Rintoul. I've had a number of near misses on my bike and in my car because of drivers not being able to see me, or a(nother) car coming from their left. Also, cars usually go well over the centreline at the bend outside 100-104 Rintoul Street and don't go back into their lane if a bike is coming in the opposite direction (somehow they seem to be able to do this if it's a bus

coming the other way...). Removing another 1-2 parks in addition to the one proposed may help make a bit more room for everyone trying to move through this area.

**Do you support proposed changes to Luxford Street?**  
**Strongly support**

**Do you have any comments to make about the proposed design for this section?**  
 \_\_\_\_\_

**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Strongly support**

**Do you have any comments to make about the proposed design for this section?**  
 The uphill cycle lane will make a huge difference for people on bikes and frustrated motorists behind them. Although this is a fantastic step in the right direction, I'd prefer separated bike lanes on both sides of the street. Where there isn't a separated bike lane, I'd prefer lower speed limits (30km/h).

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**  
**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**  
**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly agree
The proposed changes will make it safer and easier for people walking.	Strongly agree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly agree

## Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
As a resident who will be affected by these proposed changes, I strongly support them. The status quo for parking doesn't work anyway, it isn't sustainable and it is getting in the way of broader changes that need to be made for everyone's benefit.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b> <b>On the street (residents only)</b> <b>In an off-street car park</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown west</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Unlikely</b>
<b>Why did you select that answer?</b>
I have sufficient off-street parking available to me.
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Undecided</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>One</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Easier</b>

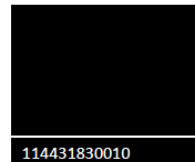
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>

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<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Strongly support</b>
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	<b>Strongly support</b>
<b>A maximum of two resident permits per dwelling.</b>	<b>Strongly support</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Strongly support</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Strongly support</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Strongly support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
<p>Street space is a limited, valuable public resource and I strongly support these proposed changes to re-prioritise and share how it's used. If anything, I'd encourage you to go even further, as it's necessary to enable the kinds of bus and bike improvements you are proposing to make. It's not possible or desirable for people to privately establish their own safe, efficient and environmentally sustainable transport networks. It is, however, possible to privately secure parking. Your proposals for how the remaining on-street parks would be prioritised seem fair and reasonable. The cost of an annual permit to have unrestricted use of on-street parking is extremely reasonable - it's a fraction of what it would cost to rent a car park in the area for a year. To help give a greater number of households a better chance of securing a permit, I would propose making the cost of a household's second parking permit higher than the cost of their first. A day pass should be able to be activated on the day (i.e. in the very moment) someone wants to use it, like how paid parking is currently activated via apps in the CBD.</p>	
<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

### Feedback



NAME: Carol Comber	SUBURB:	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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#### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>

**Do you have any comments to make about the proposed design for this section?**

\_\_\_\_\_

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

\_\_\_\_\_

**If you drive to and park at Wakefield Park, how long do you normally stay?**

\_\_\_\_\_

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

\_\_\_\_\_

**How do you normally travel along the Berhampore Newtown route most of the time?**

\_\_\_\_\_

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

\_\_\_\_\_

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

\_\_\_\_\_

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

\_\_\_\_\_

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

\_\_\_\_\_

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

\_\_\_\_\_



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<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per dwelling.	
Putting a cap on the total number of resident permits that can be issued for the parking zone.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
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The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

## **Proposed Berhampore and Newtown Parking Scheme**

Thank you for the opportunity to comment on the Newtown and Berhampore Parking Scheme.

### **Hospital Users**

In my opinion Ngā Puna Waiora Wellington Regional Hospital makes a big contribution to Newtown, with hospital staff, hospital visitors, and day patients from the entire Wellington Region (Kāpiti Coast, to Porirua, to Wairarapa) all potentially contributing to the local economy, and looking for parking in Newtown. Apart from reading that Council held hospital-only consultations for this Scheme, the summary is woefully short on analysis of hospital parking requirements. My suggestions are:

- Hospital day-patients need the ability to park all day (frequently there are long waiting times for appointments, or patients are asked to attend several departments, e.g. x-ray, or to see a specialist) and an appointment stretches out over the day.
- Please allow Hospital Administrators to provide parking day passes for day patients and visitors who expect to spend the day with a patient.

### **On Site Hospital Parking**

The hospital has an underground car park and car parking created during construction of Te Wao Nui Children's Hospital. Word on the street is that the Hospital will build a new multi-storey car park on the corner of Riddiford Street and Mein Street. If this happens:

- Health funding should not be diverted to pay for another multi-storey car park
- The safety of hospital workers walking to their car at night is a top priority
- Can Council lend any further expertise to assist hospital staff to reduce their number of private car journeys?

### **Mobility Parking**

The proposed Parking Scheme puts residents first, but it does not give any special consideration to people with mobility issues. In the case of parking, I would include people with toddlers under 2 years as needing priority parking. The Council is collecting annual data about who is applying for a parking permit in the area, making it feasible to:

- Mark out a mobility park within 20 metres of a person's address who has proven that they have mobility needs, or a toddler under two years
- Remove the mobility park if the application is not renewed, or the toddler is over two years

### **Parking for Tradespeople**

Often there will be multiple tradespeople working on a job, especially a big development like a Kāinga Ora build. They will need all day parking. My suggestion is for:

- Council to issue all-day permits for tradespeople, rather than homeowners (with visitor permits available for minor works)

#### **Ineligible Vehicles & Kerbside Cuttings**

Some more thought needs to be put into these sections, for example:

- It is valuable to have people owning trailers in our community, they need a place to store them
- Will Council remove unwanted kerbside cuttings for properties that were designed to have garages, which were subsequently remodelled into an extra bedroom?

#### **Parking Days & Times**

Two hours parking seems quite restrictive for people who are visiting Newtown. There could be any number of reasons for visiting, e.g. visiting friends, eating out, shopping, etc., two hours is a limited amount of time for doing more than one activity. I suggest:

- P180 would allow people to do more than one activity, which could include contributing to Newtown's economy

Parking congestion seems to be more prevalent during the weekdays than in the weekends when friends are more likely to want to visit. My recommendation is:

- Change the Scheme to make the parking restrictions effective Monday – Friday only

#### **Number of Permits Per Household**

Admittedly, many households cannot exist with only one vehicle, but it is likely that some could. The journey to limiting car usage starts at home. I suggest:

- Allow the default to be one resident's parking permit per household, with two available if a reasonable explanation is supplied as to why two permits are required.

#### **Timing of the Implementation of the Scheme**

As noted above, from the summary of the Scheme it is not possible to gauge the size of the impact of the Hospital on parking in Newtown. Assuming that the impact is major, and that a solution is in the offing, then I would prefer to :

- Delay the implementation of the Parking Scheme until a solution has been rolled out for hospital parking, otherwise, hospital parkers will be pushed further afield, masking the problem and not resolving it.

Finally, I would like to acknowledge the people who have made a conscious decision to make most of their journeys without a private car.

Thank you, again, for the opportunity to comment on the summary of the scheme.

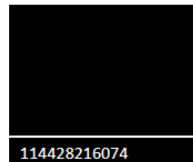
I would like to speak to Councillors in support of this submission.

Ngā mihi nui,

Carol Comber  


Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

## Feedback



114428216074

<b>NAME:</b> Patrick Lui	<b>SUBURB:</b> Karori	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

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<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
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<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
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<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
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<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
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The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
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<b>Neutral</b>
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<b>Do you have any comments to make about the overall proposed scheme?</b>
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<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
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<b>Yes</b>
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<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
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<b>On the street (unrestricted)</b>
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<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
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<b>I come to the church on Donald McLean Street on Sundays</b>
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<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Neutral</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly oppose</b>
A maximum of two resident permits per dwelling.	<b>Support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Support</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Neutral</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Oppose</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	<b>Strongly oppose</b>
The boundaries of the scheme and zones as shown on the map.	<b>Strongly oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

I come to the Wellington Chinese Baptist Church on Donald McLean Street on Sundays. The Sunday School and Sunday Service are from 9:45 to 12:30 (possibly later) every Sunday. P120 is not sufficient for many church members who attend Sunday School and Sunday Service. Regularly, many church members and I have to stay after Sunday Service for other work in the Church and other activities. Please consider remove P120 restriction for Sunday along Donal McLean Street and nearby part of Daniell Street



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

## Feedback

114430973188

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Ruth Fraser	Berhampore	An individual	Yes

Which proposal/s would you like to have your say on?	<b>Both</b>
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### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Moderate importance</b>

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Oppose**

**Do you have any comments to make about the overall proposed changes?**

A number of the changes proposed through Berhampore look like they may cause some unintended consequences in terms of traffic flows on to side streets. Before the council rolls out the cycleway they could easily take some road cones and test out some of the changes to lanes and turns (particularly the Luxford St/Rintoul St corner and the Rintoul/Te Wharepouri St intersection). Cone these off for a week so we can see what happens and where traffic goes - if it's all fine then kei te pai but if it causes some chaos then lets look at mitigation or some tweaks. After the fiasco in Island Bay the least WCC could do is take a bit more time and get this right instead of rushing it through. We keep being told 'oh they've been consulting for years on this ...' but the reality is giving an opinion on vague generalities and asking attitudes is different to getting some real plans to consult on. This is the first time we've had proper detailed plans. If this is real consultation and WCC is actually interested in residents opinions then I'd expect these detailed plans would change in places before being finalised. Perhaps again in the interests of getting it right - slow it down and give us a look at the revised plans before this gets locked in. In general I support safer cycling even though I'm not a cyclist and won't use it but I had to say opposed to many of the sections because I think changes to the current proposal are needed before I can say support.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Neutral**

**Do you have any comments to make about the proposed design for this section?**

The 30km zone should extend further - I would like to see it go from South Wellington Intermediate all the way down to Wakefield park.

250

<b>Do you support proposed changes to Luxford Street?</b>
<b>Oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<p>The 30km zone should extend further - I would like to see it go from South Wellington Intermediate all the way down to Wakefield park. Luxford Street does not need a separated cycleway on both sides - perhaps yes into the city but not headed south back to Island Bay this could easily be shared and if the speed is reduced to 30km that will improve safety for cyclists. It is more confusing for drivers having it switch from shared to not shared so reduce the speed and then keep the separation on the uphill sections. The removal of bus stop 7123 is problematic - its the last bust stop for swis kids on the kilbirnie college school buses. There are also a number of residents on upper rintoul street with limited mobility especially in the council flats - Dawson St is too steep for them to navigate down but ditching this stop makes the walk considerably further for someone with already limited mobility. Removing the right-hand turn from Luxford street into Rintoul Street will potentially have major consequences - both the alternate routes (Dawson St or Te Wharepouri St onto Russel Tce) have problems. Traffic being pushed into Dawson Street which is steep (so unsuitable for some vehicles) is a poor result. Dawson St already has poor visibility and is narrow (effectively one-way to traffic). It is already a rat run in the mornings around peak hour - this will make it even more of a rat run and extend this beyond peak hour times of the day. This makes Dawson St less safe for pedestrians and may lead to an increase in accidents if drivers get frustrated. The visibility in Dawson St will be further reduced by the cycleway changes pushing Adelaide road residents to seek parking in Dawson St - reality is this road is too narrow it copes (barely) with the current traffic. Suspect once cycleway goes ahead traffic planners will realise they need to yellow line one side of Dawson St. Increasing traffic up Dawson and onto Rintoul will make upper Rintoul even busier this may mean traffic calming is needed on upper Rintoul to allow safe crossing especially for kids. If traffic goes the other way then the Te Wharepouri St/Russel Terrace intersection one is not a typical layout – being a partial give way only if you’re turning right - I would anticipate conflicts from drivers not giving way appropriately. Currently this more unconventional give way (ie only cars turning right not all cars) is less of an issue as people would typically turn at Luxford St instead. In my view it would be extremely irresponsible for council to implement this change without testing it first. Testing would mean you’ve got real data on the implications not just modelling. Not that hard to do – cone off both the Luxford St right turn and also the straight ahead lane at the Te Wharepouri St/Rintoul St lights for a week during school term time - so you can see the impact on traffic flows. I think this seems like a low cost way to test it. Maybe some \$\$ for people hours if it needs to be manned at peak hours – a small price to pay. After the fiasco that was the Island Bay cycleway roll out – WCC owes it to Berhampore to get this right! Slow things down and actually test out a couple of the traffic changes for implications before you put them in more permanently. So that if an additional problem is caused you can take some more time to mitigate it before the cycleway goes in properly.</p>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

As per my previous comments - extend the 30 km zone from Wakefield Park to South Wellington Intermediate. Yes to the separated cycle way on the uphill and perhaps through the flat into town. But oppose the separated cycleway on the the flat when you're headed south. Lower the speed and then keep this as shared space through Berhampore which also retains some parking along Adelaide road for residents. This reduces parking pressures on the side streets and is a better compromise for needs of residents and cyclists. If the speed is that low there is less need for full separation for cyclists.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Strongly support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Car/Van**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Disagree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Agree
The proposed changes will make it safer and easier for people walking.	Disagree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Disagree

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Strongly oppose**

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

Prioritising households with an EV is ridiculous! Wow - privileged much WCC policy peeps?? The settings of the policy whether intended or not will have more significant impacts on some households - large ones (flats, inter-generational households, multi-whānau households), people who work multiple jobs, people who work outside 9-5 hours; people who have to have a work vehicle which can't be used for personal use. And lets get real what that means is in relation to some of those categories then the households being disproportionately impacted are more likely to be lower income and ethnic minority households, Many of these households rely on cars

because the public transport (aside from being unreliable) doesn't operate routes/hours that work for them. I think 2 permits per house may be too blunt in some situations. There should also be scope for some kind of case by case category for eligible households to give them a higher weighting even if they're in a lower priority group ... this might include health/mobility issues not severe enough for a mobility permit, young kids, elderly, household size etc Additionally - the annual cost will be prohibitive for some households - those with a low income or a fixed income in particular . There should be some nuance in the policy settings for these households. Why not trial the policy in suburbs which already have residents parking in place - if this is what you want to roll out, trial it in an area(s) that are used to paid parking already. Berhampore should definitely not be first cab off the rank for testing the parking policy - given it's only needed in this suburb in the first place due to the cycleway and trying to screw over hospital staff in Newtown. I've heard the hospital has lobbied for an extension to the parking implementation to give their staff time to 'mode shift'. I'd prefer you test it elsewhere first but if it is being tested here then the Berhampore phase should not be implemented before Newtown. Finally the consultation - which isn't really consultation given how much is locked in already - will be missing out many of those in our local area disproportionately impacted. The consultation materials are dense, in places they are technical and not easy to understand even for those well educated with English as a first language. The material is split over too many documents files and splitting it over zones makes it a lot of work to dive into. The summaries don't really give you the full scope of the impacts. Let alone those households that rely on a cellphone for internet access. Council could do better given how important it is to get this right - other options could have included more specifically targeted letterbox drops with a better detail of the potential impacts for residents on that street and things like temporary footpath markings to indicate where changes are happening. Perhaps also supplementing the consultation with something more targeted when you run the demographics of this particular survey and realise how non representative it is of our local population.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**  
**Yes**

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

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

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**  
**Berhampore zone**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**  
**Undecided**

**Why did you select that answer?**  
Currently our street is unrestricted meaning we would not need an exemption. However very little faith that the council won't rapidly extend the scheme - spillover vehicle movements as those without offstreet parking search for new parking as a result of

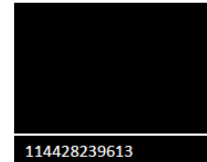
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Three</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Oppose</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Oppose</b>
A maximum of two resident permits per dwelling.	<b>Oppose</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Don't know</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly oppose</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Oppose</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
<p>Prioritising households with an EV is ridiculous! Wow - privileged much WCC policy peeps?? Given the purchase cost of an EV is unobtainable for many households this should not be a high priority group. The settings of the policy whether intended or not will have more significant impacts on large households - flats, inter-generational households, multi-whānau, people who work multiple jobs, people who work outside 9-5 hours. And lets get real that means you're disproportionately impacting households that are more likely to be lower income and ethnic minority households, Many of these households rely on cars because the public transport (aside from being unreliable) doesn't operate routes/hours that work for them. I think 2 permits per house may be too blunt in some situations. There should also be scope for some kind of case by case category for eligible households to give them a higher weighting even if they're in a lower priority group ... this might include health/mobility issues not severe enough for a mobility permit, young kids, elderly, household size etc Policy reads very much as targeting nuclear families with their one car and their white collar 9-5 job. I think it requires more nuance and council could do better. The visitor pass is a hōhā - applying online the day before and needing rego numbers - yeah/nah. Again discriminates against larger whānau. One side of our immediate whānau coming for Xmas day is 26+ people coming from around the region that's 6 cars minimum even with car sharing.</p>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Oppose</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
<p>Yes parking is often tight in Berhampore but currently a scheme is not needed. The real reason a scheme will be needed in the immediate future is the removal of current parking for the cycleway. I keep hearing people say these policies will help switch people out of cars but the reality is many of us are not cyclists and never will be. It is unfortunate that WCC seems to be more stick less carrot in the aim of getting people to switch transport modes. More effort around working with the regional council to improve buses would be great. At the drop in centre it appeared council thinks the bus situation is fixed because cancellations are down to 1%. Nevermind that peak hour buses are often full when they get to Berhampore as long as the peeps in Island Bay can catch the bus. Maybe we're so 'inner-city' we should just be walking again fine for the small size, fit and able households not so great for the more complex households.</p>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Eddie S	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Support safer route for my kids to ride to school
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Support**

**Do you have any comments to make about the proposed design for this section?**

I ride this section most days when riding to work, but I also park there for football and for the kids playground. I really think that some space should be cleared for more car parks next towards the golf course on the northern end (extending the existing carpark) to allow people to use the fields to potential and for coach buses to park (eg for school match days).

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Strongly support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**1 to 2 hours**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I travel through the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly agree
The proposed changes will make it safer and easier for people walking.	Neutral
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Neutral

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

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



<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	

**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

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<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	



dangerspace (beta)

[Report an incident](#)

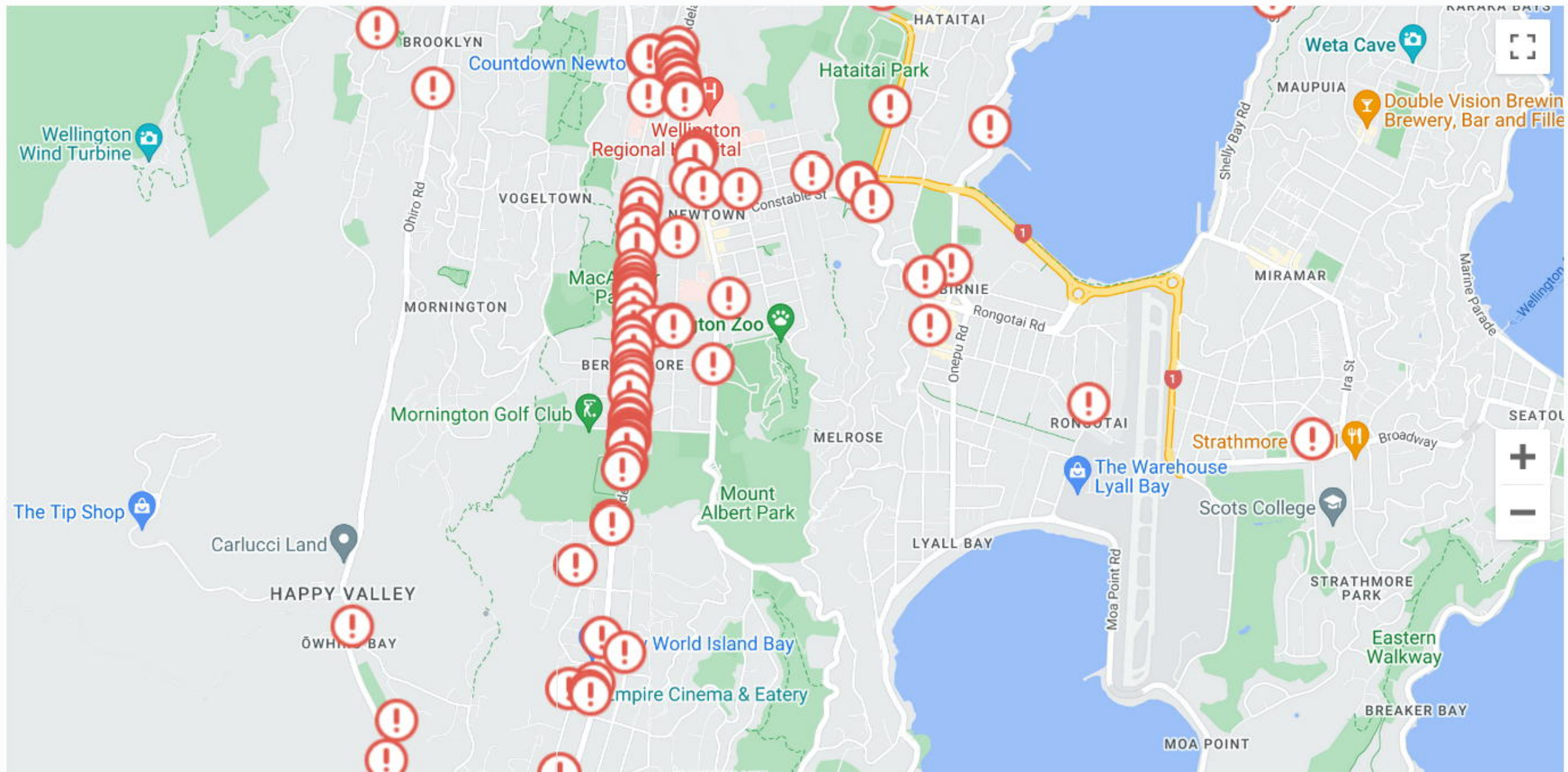
[Incident Data](#)

[Incident Map](#)

[About](#)

# Incident Data by location

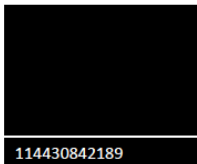
Mode of travel - Any - Filter





Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Michael Hoy	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Low importance</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
The proposed plan for LUXFORD STREET is COMPLETELY UNNECESSARY. This street is wide enough and slow enough it can be a SHARED ZONE and left pretty much as it is. This is a great example of too much too fast with too much infrastructure (eg plastic - as per Island Bay) at too much expense. Little consideration is being given for the immediate environment - and yes -parking for CARS which ARE a LEGITIMATE form of transport for MANY people. I am horrified...

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Support</b>

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Bicycle**

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

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

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

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The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	
The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

## Feedback



114427239568

NAME: George	SUBURB: Miramar	ON BEHALF OF: An individual	ORAL SUBMISSION Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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### Berhampore to Newtown route

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

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**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

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**If you drive to and park at Wakefield Park, how long do you normally stay?**

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**What is your main relationship to the Berhampore to Newtown bus and bike route?**

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**How do you normally travel along the Berhampore Newtown route most of the time?**

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The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Strongly oppose**

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

Safety appears to be one of the key drivers of the proposed parking scheme. However, the adequacy of the background documentation is highly questionable given at no stage do any of the documents consider safety of hospital staff (the biggest employer in Newtown/Berhampore area) who often work unsocial hours meaning public transport is not a viable option for them. The negative consequences of this proposal need to be reevaluated in this light.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

<b>On the street (unrestricted)</b>
What is your main relationship to the Berhampore and Newtown parking scheme area?
<b>I work in Berhampore or Newtown</b>

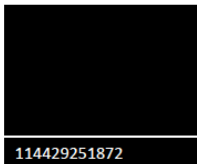
If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?
If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?
Why did you select that answer?
If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?
If you live in the area, how many vehicles are owned by people in your home?
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly oppose</b>
A maximum of two resident permits per dwelling.	<b>Strongly oppose</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly oppose</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly oppose</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly oppose</b>
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly oppose</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Peter Nunns	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly support**  
**Do you have any comments to make about the overall proposed changes?**  
I like it! Look forward to seeing it done!

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**  
Super excited about this - it's been awesome having bike lanes to the north and south of this, and I'm looking forward to having them extended thru Rintoul St. It's the dodgiest remaining bit of my daily commute, when I bike. I'm happy with the focus on uphill bike lanes for Rintoul St. I'd like it if this also frees up a bit of space in the carriageway for buses to pass each other without having to wait, as that can be quite annoying while taking the bus here.

**Do you support proposed changes to Luxford Street?**  
**Support**  
**Do you have any comments to make about the proposed design for this section?**  
I like the idea of cycle improvements through here, but I have a few questions about the implementation. The first is about the removal of the right turn from Luxford St heading south onto Rintoul St - what's the expectation for where people will re-route? I'd expect that this would divert people thru the shops and up Dawson St. Would any issues arise from that? On the other hand, it's worth noting that people are consistently confused about who has to give way on this right turn - about half the drivers seem to miss the yield sign - so perhaps it's a bad idea to retain

it even without any other changes. The second is around the parking and bike lane interaction - is there enough space to open car doors safely? If not, it might actually make more sense to put in some traffic calming treatment and retain this as a pair of shared car/bike lanes. This is currently the safest-feeling stretch of road to bike on between Newtown and the Island Bay cycleway, so that wouldn't be the worst outcome.

**Do you support the proposed speed changes on Luxford Street?**

**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

I am a massive fan of the bus and pedestrian changes. I have two small children and getting to the bus stop nearest my house (the Duppa St stop) is always nerve-wracking due to the fact that there is no pedestrian crossing. The consolidation of stops and new pedestrian crossing are fantastic changes. The cycle improvements also look great. My older child is starting to learn to ride a bike so it will be good to be able to bike all the way down to Island Bay in the summer with him, staying on separated lanes. Excited!

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	<b>Strongly agree</b>
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	<b>Strongly agree</b>
The proposed changes will make it safer and easier for people walking.	<b>Strongly agree</b>
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	<b>Agree</b>

## Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
I'm happy with it. We'll have to apply for a residential permit to hold on to our car, but that's easily worthwhile in exchange for the other bus and bike improvements.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Berhampore zone</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
We've got a car and park it on street on a residential street.
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Unlikely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>One</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Easier</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	

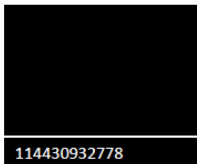
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Rebekah Soper	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Not important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly oppose**  
**Do you have any comments to make about the overall proposed changes?**  
Stop removing carparks (the few we do have!) to make way for bike lanes that are barely used. All the bike lanes recently created around Newtown Berhampore are unnecessarily wide and rarely used. The council is making massive changes which impact thousands of drivers to cater for the 6 people who actually decide to cycle in Wellington.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly oppose**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Strongly support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Walk/run**

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Strongly oppose**

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

This proposal is failing to address the key issue in Newtown, which is that the hospital does not have appropriate, affordable, or enough parking solutions for staff working in the hospital. The council should not be making it harder for people to come and work in Newtown, especially when the majority of people doing this are nurses, doctors and other health related professionals. The council should be prioritising building a large multi-level car park for staff and patients, that has minimal fees. This will get staff off the streets of Newtown, and allow more space for residents. Further, there is always talk of improving public transport, but as far as I can see, this is only helpful for daylight hours. What about nurses that have to be at the hospital for their shift at

6.45am? Or those that finish at 11pm at night? Will there be busses that will take them out to all the different suburbs around Wellington and even Lower Hutt / Porirua? I highly doubt it. Making hospital staff park further away will also make it more dangerous for the female nurses/staff who have to walk long distances to their cars late at night. Is the council going to provide security staff for this also? I have lived in Newtown for 12 years AND I have studied at the universities AND I work in the hospital as a health professional. I park my car on the street. Yes it can be difficult to find parking at certain times of the day. And where able I use public transport to get into the city to avoid loosing my park or having trouble when I return home. But overall, I always manage to find a park, even if I have to walk 5 minutes or so to my house. I am ok with this. Usually at night and on the weekends it is no problem. Residents shouldn't have to pay to park in the suburb they live in, and the permits shouldn't be restricted to two per household. How about those who flat or have multiple people living in one apartment. Why should they be disadvantaged for house sharing? The most reasonable solution for Newtown/Berhampore, is to allocate land to build parking buildings and have these spaces available to rent. Stop trying to force people out of their cars by removing parking when the city has an ineffective public transport system that is unreliable, expensive and inappropriate for shift workers.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

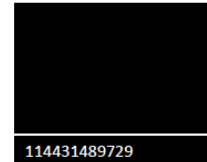
<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown west</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
<b>Because only allowing a resident to park for 2 hours during the day is ridiuclos.</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Undecided</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Two</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Oppose</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly oppose</b>
A maximum of two resident permits per dwelling.	<b>Strongly oppose</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly oppose</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly oppose</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Neutral</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
I do not agree with installing more residents parking. Only allowing for 2 residents permits per household is wrong. It is common for people to flat or apartment share in Newtown, but often still have separate cars. Anyone who lives in Newtown should be able to get a permit if residents permits are being put in place.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	<b>Strongly oppose</b>
The boundaries of the scheme and zones as shown on the map.	<b>Strongly oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
Do not put in more resident permit parking. Permit parking makes living and parking in Newtown overly complicated and difficult. Residents shouldn't be charged for parking on the street. People should be able to park for longer than 2 hours in Newtown. Visitors to homes and the hospital shouldn't need to stress about time restrictions on their parking space	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Linda Beatson	<b>SUBURB:</b> Mount Cook	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
I support these plans, but they do not go far enough. Specifically, these plans lack: - bike connections to Kilbirnie via Wilson St or Constable St - bike connections to Melrose and Houghton Bay via Mansfield St, Roy St, and Russell Tce - safe, attractive, and protected bike connections along Riddiford St from Mein St to Mansfield St - setting area-wide 30 km/h speeds on shopping and residential streets These connections were included in earlier plans. To achieve the Council's mode shift, safety, and climate goals we need a transformative approach, not just one route. WCC has been planning bike lanes here as far back as 2014. Any further delays to safe streets are unacceptable. This is a good step in the right direction to make it easier to get around the city by walking, cycling and public transport. I am safer cycling on protected bike lanes.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I would prefer further changes to the traffic signal phasing at the Riddiford St/Hall St/Mein St intersection. A longer advance light for the southbound bike lane would allow people on bikes to comfortably reach the right turn bay before other traffic catches up. This is needed as there isn't space for all riders to make a hook turn at Emmett St. I prefer protected bike lanes on both sides of Rintoul St. Painted bike lanes and sharrows do not provide adequate protection. Less-confident riders are likely to hug the left of the lane downhill, in the dangerous car-door zone. I don't like sharing a busy lane with traffic at 50 km/h. Include protected bike lanes on both sides of Rintoul St. If that can't be done, reduce the speed limit to 30 km/h anywhere where bikes will have to mix

with general traffic. The narrow traffic lanes and lack of formal crossing points in the current layout of Rintoul St, and the large numbers of schoolchildren travelling to and from SWIS, mean higher speeds are already not appropriate. Reducing the speed limit here to 30 km/h will improve safety for all without increasing travel times.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I support pedestrian upgrades, bike lanes on Luxford St, 30 km/h speeds, and parking removal.
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I support pedestrian upgrades, bike lanes on Adelaide Rd, and parking removal. I prefer continuous, protected bike lanes on both sides of Adelaide Rd. Painted bike lanes, sharrows, and shared paths do not provide adequate protection. Less-confident riders are likely to hug the left of the lane downhill, in the dangerous car-door zone. I don't like sharing a busy lane with traffic at 50 km/h. Include protected bike lanes on both sides of Adelaide Rd. If that can't be done, reduce the speed limit to 30 km/h anywhere where bikes will have to mix with general traffic.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I travel through the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly agree</b>

<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Strongly agree</b>
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**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
This is a fantastic scheme which will start to deal with the issue of too many vehicles, not enough places to park them, and the frustration of local residents. I look forward to it being rolled out in other parts of the city. No doubt some people will object to the cost of resident permits, but I appreciate that this only covers the cost of administering the scheme and is not a revenue generating exercise. I seldom take a car to Newtown, but when i have gone to visit a friend who lives in Picton Ave, the time taken to find a park can really impact on the visit. Last year when my husband was taken to hospital by ambulance and I needed to drive there, a lot of time was taken up by finding somewhere to park (no hospital parking available) so i could go to see what was happening. I think there will be more casual parking available with this scheme. Also, and very importantly, this scheme gives a signal to everyone that filling up public space with private property ie parking, is not a given.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I visit Berhampore and Newtown for other activities (eg shop, recreation, Zoo etc)</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>

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

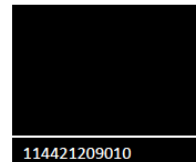
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly support</b>
A maximum of two resident permits per dwelling.	<b>Strongly support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly support</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly support</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
<p>These changes will make it easier for residents to find parking, and also to allow visitors to park. It is obvious that many people drive to work in Newtown and park on the street, but due to the age of the suburb, many properties do not have off-street parking themselves (or the ability to create it, as the houses are built very close to the front of the sections). It is right that the priority for parking is firstly given to residents. I strongly support the limits to the number of resident permits per household, as this will encourage people to think about their transport choices when they are looking for housing - it will be a known quantity.</p>	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	<b>Strongly support</b>
The boundaries of the scheme and zones as shown on the map.	<b>Strongly support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
<p>The control of parking in this way frees up space for bike lanes, which will make it easier and safer for people to choose to travel by bike and not car.</p>	



Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Iain MacLeod	<b>SUBURB:</b> Seatoun	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Not important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly oppose**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Strongly oppose**  
**Do you have any comments to make about the proposed design for this section?**  
waste of time and money

**Do you support proposed changes to Luxford Street?**  
**Strongly oppose**  
**Do you have any comments to make about the proposed design for this section?**  
where will i park my car when dining at sprig and fern  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly oppose**

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
where will i park when i play seniors soccer

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly oppose</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>2 to 3 hours</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I visit the area (e.g. to see friends or businesses)</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly disagree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly disagree
The proposed changes will make it safer and easier for people walking.	Strongly disagree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly disagree

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>

<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>In an off-street car park</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I visit Berhampore and Newtown for other activities (eg shop, recreation, Zoo etc)</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	

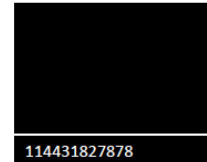
**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

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<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> James Burgess	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Cycle Aware Wellington	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

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<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>

<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>

<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore and Newtown – Cycle Wellington submission



██████████  
cyclewellington.org.nz  
info@cyclewellington.org.nz  
Twitter: @CycleWgtn  
Facebook: groups/cyclewellington

## Berhampore and Newtown Cycle Wellington submission

Our submission covers both the bus, bike and pedestrian improvements and the parking scheme. We would like to make an oral submission. Please contact [info@cyclewellington.org.nz](mailto:info@cyclewellington.org.nz)

### Key points of our submission

#### Bus, bike and pedestrian improvements

- We strongly support this proposal overall
- We prefer continuous, protected bike lanes on both sides of key routes
- These plans lack connections to nearby suburbs
- The turn from Riddiford onto Rintoul St needs improving – with separation by time if not space
- We support the raised crossing and protected bike lane at the east end of Luxford St
- Adelaide Road through Berhampore village will remain busy and uninviting

#### Parking scheme

- We strongly support this proposal – it will make use of kerbside space fairer

#### Bus, bike and pedestrian improvements

### We strongly support this proposal overall

This proposal will significantly improve safety and comfort for walking, scooting, and biking, especially the pedestrian upgrades, bike lanes on Rintoul St, 30 km/h speeds, and parking removal. We also support the bus improvements.



## We prefer continuous, protected bike lanes on both sides of key routes

We understand the pressures on road space and parking in narrow road corridors. We appreciate the steps taken to make the bike lanes continuous on both sides of Adelaide Road south of Berhampore shops. This will be very important to the success of the route.

The proposal provides separated bike lanes uphill only in other places, including on Rintoul Street and past Wakefield Park. This leads to a number of locations where people on bikes must re-merge with the general traffic. We anticipate that these will mostly be interpreted as gaps in the network and undermine the other improvements proposed along the route.

Rintoul Street also involves several sections that are flat or only have a slight gradient. On these sections, many riders will be unable to maintain a speed at which drivers are happy to wait behind them for more than a few seconds.

Sharrows may make a marginal improvement here, but they will not drastically change behaviour. The narrow road corridor also means safe overtaking manoeuvres will be less comfortable for drivers. This means riders will suffer conflict with following traffic, and possible close passes by drivers who are unhappy to wait. Less-confident riders will be afraid to use the route, limiting uptake, and those who do ride are likely to ride in the door zone despite the guidance of the sharrows.

## These plans lack connections to nearby suburbs beyond the 'through route' between Island Bay and Newtown

Wilson Street, Constable Street and Crawford Road provide a route to Kilbirnie. Riddiford Street south of Constable Street provides a route to the Zoo and Melrose. Neither of these appear to have a direct, obvious connection to the proposed route. Improvements to Riddiford Street south of the Rintoul Street intersection would help close these gaps.

## The turn from Riddiford onto Rintoul St needs improving – with separation by time if not space

The advance green light for cyclists at the Riddiford/Mein intersection provides a very short head-start for cyclists heading south. It doesn't yet provide enough time to comfortably reach the right-turn lane for Rintoul Street. The hook turn box at Emmett Street provides an alternative, but is less direct and won't work for larger numbers of riders.

Please consider extending the advance green light so more riders can comfortably reach the right-turn lane before general traffic catches up.

## We support the raised crossing and protected bike lane at the east end of Luxford St

The raised crossing will benefit schoolchildren and other pedestrians, and slow traffic joining or leaving Luxford or Rintoul Street at this corner. We also like the protection and road markings added beside the cycle lane on the inside of this corner – these will help prevent vehicles

Berhampore and Newtown – Cycle Wellington submission

encroaching on the cycle lane.

At the western end of Luxford, we are sceptical of the need to retain the right turning lane near number 31. We can't agree that the right turning bay here offers more benefit than a simpler, wider traffic lane past this point.

## Adelaide Road through Berhampore village will remain busy and uninviting despite the changes proposed

This road is often very busy. We support the raised crossing and speed feedback sign to help slow traffic, the hook turn opportunity at Luxford Street, and the advance traffic signal for northbound riders at Britomart Street. Sharing the road with general traffic through the village will remain one of the more stressful parts of the route.

## Parking scheme

### We strongly support this proposal – it will make use of kerbside space fairer

We support WCC's parking hierarchy, which prioritises moving people over parking on main roads. This parking scheme follows that hierarchy, enabling better use of kerbside space by managing its use more actively.

Introducing resident permits and time limits will reduce commuter parking in the area, encouraging those who can to use other modes of travel. We support frequent, reliable public transport to make that option more appealing.

Reduced commuter parking helps free up space for bike lanes, public transport and other uses. The cost of resident permits will encourage those who have garages to use them for parking, and encourage households to reconsider parking multiple vehicles in the area.

We look forward to seeing similar improvements to parking management in other parts of Wellington.

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## About Cycle Wellington

Cycle Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we've worked constructively with local and central government, Waka Kotahi, businesses, and the community on a wide variety of cycle projects. We represent more than 5,000 members and supporters.

Nā mātou noa, nā Cycle Wellington

8 October 2023

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Alex Dyer	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
I support these plans, but they do not go far enough. The mixing with traffic required will mean these designs will fail to attract as many new riders as hoped. This project does not deliver as much as I was hoping for from a transitional approach. I expected transitional projects to reclaim most of the space needed for people on bikes in a cost effective, fast manner. This project is still taking too long and being done to too high a standard than I would've liked to see. This is still a welcome, good step in the right direction to make it easier to get around the city without needing to drive.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I support pedestrian upgrades, bike lanes on Rintoul St, 30 km/h speeds, and parking removal. I would prefer further changes to the traffic signal phasing at the Riddiford St/Hall St/Mein St intersection. A longer advance light for the southbound bike lane would allow people on bikes to comfortably reach the right turn bay before other traffic catches up. This is needed as there isn't space for all riders to make a hook turn at Emmett St. I prefer protected bike lanes on both sides of Rintoul St. Painted bike lanes and sharrows do not provide adequate protection. Less-confident riders are likely to hug the left of the lane downhill, in the dangerous car-door zone. I don't like sharing a busy lane with traffic at 50 km/h. Include protected bike lanes on both sides of Rintoul St. If that can't be done, reduce the speed limit to 30 km/h anywhere where bikes will have to mix with general traffic. The narrow traffic lanes and lack of formal crossing points in the current layout of Rintoul St, and the large numbers of schoolchildren travelling to and from SWIS, mean

higher speeds are already not appropriate. Reducing the speed limit here to 30 km/h will improve safety for all without increasing travel times.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Looks great. I especially support the repurposing of car parking to enable separated bike lanes. Ka pai!
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I support pedestrian upgrades, bike lanes on Adelaide Rd, and parking removal. I do not support adding new car parking at Wakefield Park. I prefer continuous, protected bike lanes on both sides of Adelaide Rd. Painted bike lanes, sharrows, and shared paths do not provide adequate protection. Less-confident riders are likely to hug the left of the lane downhill, in the dangerous car-door zone. I don't like sharing a busy lane with traffic at 50 km/h. Include protected bike lanes on both sides of Adelaide Rd. If that can't be done, reduce the speed limit to 30 km/h anywhere where bikes will have to mix with general traffic.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly oppose</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly agree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Agree</b>

The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly agree
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**Berhampore and Newtown parking scheme**

Overall, do you support the proposed Berhampore and Newtown parking scheme?
<b>Strongly support</b>
Do you have any comments to make about the overall proposed scheme?

Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?
<b>No</b>
If you park in the parking scheme area, what parking do you have access to and/or use most of the time?
What is your main relationship to the Berhampore and Newtown parking scheme area?
<b>I regularly travel through the area</b>

If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?
If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?
Why did you select that answer?
If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?
If you live in the area, how many vehicles are owned by people in your home?
Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?
<b>Don't know</b>

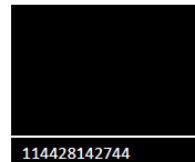
Do you support the scheme's proposed parking restrictions?
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.

Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per dwelling.	
Putting a cap on the total number of resident permits that can be issued for the parking zone.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	
The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Tam Webster	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Low importance**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Neutral**  
**Do you have any comments to make about the overall proposed changes?**  
I support cyclists having their own space on the roads but I do not support more bus lanes, they're negatively impacting on the community.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**  
**Strongly support**  
**If you drive to and park at Wakefield Park, how long do you normally stay?**  
**3 to 4 hours**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I live in the area**  
**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Car/Van**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	
The proposed changes will make it safer and easier for people walking.	
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**  
**Strongly oppose**  
**Do you have any comments to make about the overall proposed scheme?**  
 Our family has always tolerated long stay visitors to our neighbourhood in support of hospital workers, patients, their families and people from low social economic backgrounds who need somewhere to park without restrictions. Imposing this disproportionately impacts on low income and poor people at a time when they are also impacted on by increased costs of living. The right thing for our community is to continue with the status quo.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**  
**Yes**



<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>In a garage</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
As there are three people in our house, we are likely to have more than one vehicle
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Undecided</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Three</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

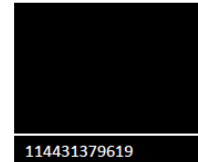
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly oppose</b>
A maximum of two resident permits per dwelling.	<b>Don't know</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Don't know</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly oppose</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Strongly oppose</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

Our community can't afford this financial burden at this time of austerity.

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Strongly oppose
The boundaries of the scheme and zones as shown on the map.	Strongly oppose
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	
I would vote for the status quo of 'first come first served' because there currently is capacity so no need to spend more money on this project.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Catherine	<b>SUBURB:</b> Brooklyn	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Not important</b>

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Strongly oppose**

**Do you have any comments to make about the overall proposed changes?**

The council constantly talks about faster bus trips. On the one hand you remove bus stops to make it faster (and less convenient for many) then you install speed bumps and lower the speed limit. Do you really think we don't know how stupid that is. The only way to make buses faster is for them not to stop at all. I was pretty sure the purpose of buses was to move more people with fewer vehicles. Putting in so many speed bumps and reduced speed limits makes a total mockery of the plan. Your reasoning doesn't match the changes. With reduced speed limits on many of these roads, separated cycle lanes aren't needed. The plan talk about younger or inexperienced cyclists. How do you think those cyclist that are experienced became experienced? They learnt and took the time to learn the road rules, how to give way, how to stop at read lights, how that everyone gets to use the road. All the stuff that many cyclists that I see, don't understand. The arrogance of some of the cyclists I come across, sends me onto the road instead of the cycle lanes. Those in cars, taxis, buses, trucks know the road rules and on the whole if everyone adheres to the road rules, then it isn't an issue. Who is going to maintain the cycle lanes and how often will they be cleaned? There is so much crap on so many cycle lanes it is another good reason not to use them. If you are reducing the speed limits then the separated cycle lane isn't needed.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Oppose**

**Do you have any comments to make about the proposed design for this section?**

I believe that the constant stopping and starting of cycle lanes going up hill which then stop when going down hill will result in an outcry from the cyclists who won't want to merge. They will complain about it being unfair and they want fully separated cycle lanes the whole way. With

total disregard for any other road user. There are so many ebikes that go faster than the speed limit, I believe that there is no need for separated cycle lanes here. I hope the raised crossings aren't the same design as the ones in Rongotai and Tirangi roads. They are AWFUL to use, particularly if you have any sort of injury which is exacerbated by going over them.

**Do you support proposed changes to Luxford Street?**  
**Oppose**

**Do you have any comments to make about the proposed design for this section?**  
 Surely there is only 1 cycle lane needed on the eastern route as the other - heading into Island Bay is a down hill. The road paint makes the road very 'busy' and ugly. There are too many road markings. If the speed limit is 30kms then the separated cycle lane isn't needed. They cyclists go faster than the speed limit so they should be in the 'traffic' of which they are part.

**Do you support the proposed speed changes on Luxford Street?**  
**Strongly oppose**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**  
 So many raised crossings in such a short space, will make bus travel very unpleasant. Really stupid given you are wanting to encourage public transport use. The park is a much used facility. Your blurb says more are using cargo bikes. By more, do you mean a total of 4-5, which is indeed more than 1-2. Do you really expect a family from Tawa to use a cargo bike - or public transport to get to a game?

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**  
**Strongly oppose**

**If you drive to and park at Wakefield Park, how long do you normally stay?**  
**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I work in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly disagree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly disagree

The proposed changes will make it safer and easier for people walking.	Neutral
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly disagree

### Berhampore and Newtown parking scheme

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Oppose</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>
If the locals want it, and it has been properly consulted on - i mean Properly, And the workers at the hospital have been consulted (Not just the Hospital Management) and they have all agreed then it must have some merit. But ONLY is ALL parties i.e. shift workers have been talked to.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I work in Berhampore or Newtown</b>

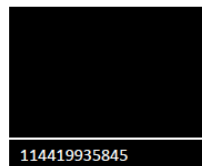
<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Neutral</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Oppose</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly oppose</b>
A maximum of two resident permits per dwelling.	<b>Strongly support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Don't know</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Neutral</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Oppose</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
<p>I wonder where care givers are going to park when they are there for more than 2 hours. The Newtown Residents have supported this proposal from what I understand (how nice of the council staff to actually complete true and proper consultation on this for a change). However, there are a lot of competing uses of this space. The hospital has been there longer than many of the residents that live in the area and acknowledgement needs to be given to those that work shift work starting at times when public transport isn't available. No other business in Wellington is expected to provide parking the way there is a cry for the hospital to provide parking. (The hospital isn't blameless here either though). Those that live in houses without off street parking moved in/rented/bought knowing this. I think it is also unreasonable to have this policy 7 days a week - Monday to Sunday as you say.</p>	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	<b>Neutral</b>
The boundaries of the scheme and zones as shown on the map.	<b>Neutral</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Adam Cheney	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
Great to see that this section is being upgraded to support active and public transport.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Sharrows are fundamentally pretty useless - drivers have no idea what they mean. Personally, I'm not that concerned as I'm a confident rider - less confident riders like my wife would be better supported by protected lanes in both directions or a 30kph zone. Note that 30kph schemes are next to useless without enforcement - the number of drivers that observe the existing one through Berhampore is *vanishingly* small... Traffic light sequencing and the right turn into the bottom of Rintoul Street should be considered, too. It's pretty frustrating how small a chunk of the light sequence riders get at the moment heading south across Mein Street - please don't let that be repeated turning from Riddiford Street into Rintoul Street.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Support all of this.
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Good, but not enough. Protected bike lanes along the whole length of that section of Adelaide road would be better. Shared paths are a compromise to both cyclist and pedestrian safety. If that can't be done, reduce the speed limit to 30 kph and enforce it.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I travel through the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly agree
The proposed changes will make it safer and easier for people walking.	Strongly agree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly agree

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>



<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I regularly travel through the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Easier</b>

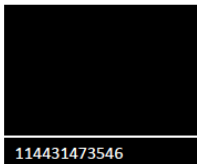
<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	

<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Elspeth White	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Oppose</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
It's a start, but I think needs much more development, and thought around how to cater for the needs of the differing user groups. In particular I'd like to see you use your Option 4 (from the MCA document) for Adelaide Road section 2, as this retains some parking in a stretch where 8/11 houses don't have off street parking. The proposed alternative parking locations have stepped access or are very steep.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
I am concerned for the Newtown Medical Centre. They have a high caseload and cater for many elderly and those from lower socio economic groups. These people are in poorer health than the general population and it seems particularly cruel to make it harder for those patients who need to drive there. I think they need at least two dedicated parks and I would suggest a P60 given the busyness of the practice and the high health needs of the enrolled patients. Other than that, if the plan is to keep putting cars, cyclists and buses all on the same smallish road then I think it is a good practical solution to the limited space available through this residential area. I'm pleased to see an extra pedestrian crossing and crossing improvement for Village on the Park, Wakefield and SWIS. I am concerned that the amount of parking retained for upper Rintoul St business is not sufficient for their needs and their users' needs. Visiting the laundromat often requires a car

and is not a quick trip. The people who use the laundromat often don't have a choice about going there. I would like to see at least one more park allocated for the businesses with a longer (p60 at least) time limit to support users of the laundromat and the beauty therapist. These businesses along with the Top End dairy and Berhampore Locks are important parts of our suburb.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
see detailed comments attached
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
see detailed comments attached

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Walk/run</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Don't know</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Disagree</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Agree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Agree</b>

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	

<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

## **Comments on consultation process**

### **Transport package work starting while consultation period was open**

I was very disappointed that Fulton Hogan are currently engaging in preparatory work for the bus stop changes/ cycleway. The on-site supervisor is adamant that they have been instructed to move the kerb to create space for this reason. This corroborates what I was told by Nicola at the first engagement session at Wakefield Park.

While I understand that the kerb and channel work was scheduled, the fact that the transport work has been wrapped up in it produces an overwhelming impression of a 'consultation' with a predetermined outcome. I assumed that WCC had a greater commitment to being principled in its dealings and I remain shocked that work would start while the consultation period is still open. A consultation asking for input on the design implies that the design might change; moving the kerb placement shows that you have a very set idea of what is going to happen.

In discussion with residents I have heard a view over and over "They're going to do what they want anyway". I didn't understand that cynical viewpoint but the kerb work has severely dented my trust in you. I now understand our low voter turnout and the struggle for you to gain individual engagement on particular projects.

### **Lack of targeted consultation for residents**

I was dismayed to discover that while you have (rightly) spent a lot of time and energy consulting with those you consider 'stakeholders' such as local businesses at the shops or the sports clubs at Wakefield Park, that the limits of your engagement with individual stakeholders consisted of two generic letters which you engaged NZ Post to deliver. As confirmed to you at the drop in sessions and in writing by me, I received no such letter in December, nor in September. The existence of the September letter was mentioned to me in passing at the drop in session at the Centennial Flats. We receive many other items of mail at this house and there was no attempt to explain why we would have missed receiving the two unaddressed letters on this subject.

Paneke Pōneke (p61) refers to the "new style" of consultation and identifies that one of the main differences in this approach is how and when people in the community are engaged. Targeted engagement with directly affected people on proposed street layout is the very first thing that is mentioned. If what you mean by "targeted engagement" is a generic unaddressed letter, you could at least ensure it gets to residents - a tracked or signed for courier delivery.

I do not understand why you have shown you will engage early with group stakeholders but not individuals. I am extremely affected and I would like you to give meaning to your statement on targeted engagement by actually getting in touch with me.

### **Time given for consultation**

I lost track of how many times I was told at the engagement sessions that “the route has already been decided”. I do not accept the implication that I should have known what was going to happen. The route being decided is fundamentally different to being presented with the plans that detail the significant reduction in Adelaide Road car parking. This consultation launched on 12 September and that is the first time I could see the specific plans which show the changes along the route. 12 September was also the first I knew of any proposed residents parking scheme.

### **Objective criteria for measuring success of the project**

Given that the ‘improvements’ you have proposed do have a significant negative impact on some residents, I would expect to see some specific targets and measures of success in the project documentation. I think it’s important to assess whether things are working to provide the desired results, especially when using the ‘transitional’ approach. Two recurring themes discussed are a reduction in carbon (to support WCC’s Te Atakura: first to zero strategy), and mode shift.

I looked at the Brooklyn Hill project as a comparative and although I could see tracker data (e.g 3912 in Sep 2023, compared to 3856 in Sep 2019) I found it impossible see the effect of the uphill cycle lane installation on cyclist numbers, or any known effect in car journey numbers. I’d like to be provided with this type of data in the project assessments for Newtown/Berhampore..

I have also noticed some assumptions of how people mode shift, especially that all cyclists have mode shifted from car journeys. This isn’t correct for me (if I’m on my bike I’ve just shifted from walking) and I’d like to know how mode shift is being measured when assessing the success of the project. .

In relation to carbon emissions, the [Aecom Wellington City Community Carbon Footprint](#) (December 2022) recorded a 13% decrease in transport related carbon emissions over the period 2020 - 2022, along with a city population decrease of .2%. Again, a clear link showing mode shift away from cars is happening, and that cycleways are facilitating this mode shift, would be helpful to show the benefits of the project.

### **What is counted?**

Peppered through the many documents supplied are references to the benefits of mode shift for carbon reduction and congestion, personal health benefits, and the relationship between parking distance and the mode shift that occurs once people have to walk more than 50 metres to reach their car. These are all seen as positive benefits.

I would like to see some attempt to assess the social impacts of the scheme and how these are taken into account (some impacts on my own life are specifically discussed later under ‘Adelaide Road’). An example is that because of the cycleway plan, I can only have visitors for



less than two hours, or those who can pay an \$18 fee, or those who can walk from the edge of the zone. The message is to only invite your wealthier, able bodied friends with little to say over. How can you count that impact? Social connectedness is very important for a healthy and inclusive city and I have noted many comments on submissions from older people who are going to struggle with difficult parking near their home and needing to walk further. I am also particularly conscious of the effects on parents who are home with small babies who do not need more barriers to leave the house.

Overall I would have to say that the project takes too little account of those with lowered mobility. Further apart bus stops, and further to reach your own car seems quite significant. I don't see the project as necessarily meeting the Social wellbeing community outcomes described in the [WCC vision framework](#).

### **A fair hearing?**

Is there a lack of fairness when considering submissions?

I noticed that in the [consultation summary report](#) for the Newtown-city route (September 2022), you stated "During the engagement period, a standardised letter opposing the proposed changes was widely circulated and used by people opposed to the project to make a submission. "Bulk 'opposition letter' submission" (p13 and14). I think it's fine to say that, assuming it is an accurate summary. But where is the corresponding write up regarding the "pro" letter (submissions guide) which is produced by Cycle Wellington for each consultation on a cycleway, published (widely distributed) on their website and then used to form the basis for bulk "pro" submissions? Looking at the current Newtown-Berhampore consultation the use of the copied submission is quite clear. I think if you plan to highlight the use of bulk submissions from one perspective, you must highlight each time it happens, no matter the origin.

There are also the statements around parked cars being the storage of private property on public land, an argument which does not seem to ever be applied to storing (private bicycle) property on footpaths

### **An opportunity to reconsider alternate routes**

This feels like a missed opportunity to reconsider the decision to make Adelaide Road a principal road in the network plan. I raised this during engagement and received various responses: decision already made, some issues with gradient, not direct enough.

I appreciate it is not easy to change a decision on route (although LGWM did it when it changed the main MRT corridor to head to Island Bay instead of to Kilbirnie). Gradient cannot possibly be an issue given the prevalence of ebikes and the intention to use Britomart St as a cycle route soon. I noted the plan to use Appleton Park as a cycle path for the Karori route - what a

sensible and pleasant separator from the heavy traffic. I would like to see further investigation done on using the green space to the east of west or Adelaide Road.

The Auckland Transport "[Urban street and road design guide](#)" information on cycle facility choice (p40 of the pdf) and design principles shows how difficult Adelaide Road is as a proposition for a principal road in the cycle network. Even if the Adelaide Road traffic movements halved, and the speed was dropped to 30 kph it is still impossible to provide the highest quality of service given the constrained space.

### **Changes proposed on Riddiford and Rintoul Street**

I am concerned for the Newtown Medical Centre. They have a high caseload and cater for many elderly and those from lower socio economic groups. These people are in poorer health than the general population and it seems particularly cruel to make it harder for those patients who need to drive there. I think they need at least two dedicated parks and I would suggest a P60 given the busyness of the practice and the high health needs of the enrolled patients.

Other than that, if the plan is to keep putting cars, cyclists and buses all on the same smallish road then I think it is a good practical solution to the limited space available through this residential area.

I'm pleased to see an extra pedestrian crossing and crossing improvement for Village on the Park, Wakefield and SWIS.

I am concerned that the amount of parking retained for upper Rintoul St business is not sufficient for their needs and their users' needs. Visiting the laundromat often requires a car and is not a quick trip. The people who use the laundromat often don't have a choice about going there. I would like to see at least one more park allocated for the businesses with a longer (p60 at least) time limit to support users of the laundromat and the beauty therapist. These businesses along with the Top End dairy and Berhampore Locks are important parts of our suburb.

### **Changes proposed on Luxford Street**

I support

- the raised crossing on the southern side of Rintoul Street at the intersection with Luxford Street. I frequently cross here as a pedestrian and I would say that currently cars are far better than cyclists at signaling to tell you they are going to continue south on Rintoul St. A crossing combined with the lower speed limit will make it safer for me and the many other pedestrians.

- the 30km/h safer speed zone extended from Adelaide Road along Luxford Street to Rintoul Street. I note that Waka Kotahi's Cycling Network Guidance – planning and design principles highlight the significance of reducing road speed on cyclist safety.
- adding the judder bars to BP station entrances. On the Luxford St footpath there is no delineation between what is footpath and what is the petrol station forecourt and this leads cars to drive over the footpath as if they have right of way over pedestrians.

I oppose:

- installing a speed hump at the left turn slip lane into Adelaide Road. Traffic should already be travelling at no more than 30. A more effective change here would be to adapt lane alignment as buses frequently cannot make this turn without running over the edge of the footpath, which is obviously highly unsafe for pedestrians. I have had to train my children to stay well back from the edge on this corner. Given you are also promoting the 'village' with people sitting around, plus removing the fence from the Sprig and Fern I believe this needs to be addressed as a priority to improve pedestrian safety. As a frequent bus user I can't imagine going over a speed hump on a bus, but it sounds pretty uncomfortable.
- removing bus stop 7123 near Rintoul Street as in conjunction with removing 7124 it has too significant an effect on walking distances to bus stops. I also have not seen anything which explains where the SWIS kids could get off the bus if this is removed. They need to be provided for somehow; possibly this is a new bus stop on Russell Terrace at the other school entrance.
- the total number of carparks removed on Luxford Street. I think you need to reinstate at least two more to reduce the impact on residents.
- Combining of bus stops 7124, 7424 and 7125 (both on Adelaide Road)

This certainly is some interesting planning and as someone who is primarily a pedestrian and who uses cycling, buses, and car as secondary modes, I am quite interested to see the chaos at peak times. I hope that the signal changes referred to for Adelaide Road / Britomart St intersection will be completed in contemplation of the bus stop changes and their effect on traffic flow. When a bus is loading up in the middle of the village I strongly suspect the results will be:

1. an impassable footpath...that's going to be a lot of people waiting for the bus in one place; where are they going to stand?
2. stopped traffic. As bus stops will be in lane, other traffic will need to stop. When the turning traffic from Britomart St misses its entire turn phasing due to a

stopped bus it is going to have a huge effect on traffic on Britomart St....and there you have a significant negative for the safety of school related pedestrians.

The change to bus stop number and location needs be more thoroughly considered. I don't think it's responsible to proceed with the 'transitional' approach, which seems to fail to take account of local information, make changes now in a hurry and address the muckups later on (e.g. Hospital Road turning lane scenario).

While combining bus stops should in theory improve journey times, I'm not sure that is accurate, as they will be stopped for longer at each stop to load more passengers. It also highlights the very limited nature of the bus improvements proposed. As a member of GWRC, the WCC needs to be doing more to ensure appropriate service provisioning and delivery. Bus trips will also be quicker and have more patronage when buses are reliable at showing up and having space to get on. My son stopped catching the No1 bus to school in early 2022 because it could not be relied upon to not be cancelled and to have space to get on. This is not a mode shift win, the walk to college is too much for him on plenty of days and it's not great turning up at school (or anywhere) if you've started your day by getting soaked when you couldn't fit on the bus.

- No right-turn from Luxford Street, heading south into Rintoul Street

I see that this section has been planned with the cyclist crash data in mind. I observe that cyclists enjoy travelling quickly through here but it is still an intersection and every road user needs to slow down and check what is happening.

I note that "Berhampore to Newtown cycleway audit - safety and accessibility" (the 90% CASA) produced by ViaStrada in April 2023 discussing the pros and cons of changing the stop sign to a give way, but did not agree on the merits of removing the right hand turn, an idea which was recommended in the 30% CASA. Clearly there is an arguable case for leaving the right hand turn facility.

Removal of this right hand turn will have very significant consequences for traffic flow on Dawson St, and consequently pedestrian and cycle safety at the Adelaide Road, Dawson St intersection. Dawson Street is the other vehicle connector between the main shopping / school area and if you proceed to shut off the right turn from Luxford into Rintoul, these cars will divert to Adelaide Road / Dawson St etc to reach upper Rintoul St area.

This changes the character of Dawson St and Blythe St which are connector roads to the main roads of Adelaide and Rintoul. Dawson Street is narrow, and is already proposed under the Berhampore PMP to have two sides of residents parking which it can't possibly fit without officially turning it into a one way road due to narrowness. It is also steep with a gradient of 1 in 6.3m. Currently two of my children cross the bottom of Dawson Street by themselves but if it got busier I would not be able to let the younger

one do this anymore.

The combination of changes you have proposed will both reduce visibility (more parked cars) and increase traffic (more cars needing to use this route) and erratic driving (lots of sideways movements in an attempt to allow uphill and downhill traffic). It is already challenging for pedestrians to cross the bottom of Dawson, they are already dealing with the alignment and sightlines for Duppa Street, and the Luxford/ Rintoul St turn change will give them a lot more traffic to contend with. The proposal for a give way sign to be installed will do very little to address the increased need for pedestrian safety.

### **Changes proposed for Adelaide Road**

I support the pedestrian improvements such as the additional crossing and using the raised design. I support the speed humps at Dee Street and the new crossing point.

I expect the change in lane alignment towards the crossing from Jim Belich playground to Wakefield Park will improve pedestrian safety; visibility of the eastern (left) side of the crossing when travelling southbound by car is currently poor and it will be positive for pedestrian safety to change this.

As a bus user, pedestrian and cyclist I don't enjoy using the platform bus stops. I've had a few near misses getting on and off the bus with cyclists not travelling slowly enough. I did not see in the documentation whether any provision was made for lighting around the new Lavaud Street steps stop as I think this is integral to safety for both cyclists and those on foot. .

I feel worried about the impact on emergency vehicles when buses / cars are unable to pull over with the slimmer lanes and removed parking. We have so many fire engines going past our house on Adelaide Road and I'm sure it is similar on Rintoul St.. How have you sought their feedback?

I am also concerned that in moving the 7126 bus stop north, it will make it more difficult to turn (in a car) safely from Duppa Street due to lower ability to see traffic travelling from the southern direction. If visibility is lowered at this intersection it impacts on safety for those travelling in all modes.

### **My proposal to alter the WCC design**

#### **1. Extend the 30 kph speed limit from the southern edge of the Berhampore Village as far down as Wakefield Park / Jim Belich Playground area (currently 50kph)**

The current vehicle speed data (referenced in the [MCA](#), p25) shows an increase in speed as vehicle travel south from the village area:

85th percentile speed Luxford St - Britomart St is 39 kph

85th percentile speed increasing to 45kph from Britomart Street to Wakefield Park

**Why do this?**

- **Improved safety for active modes of transport**

A lower speed limit of 30 kph would complement the new pedestrian crossings and provide better safety for school children, playground and sports field users. The [Newtown to City Accessibility Audit](#) (equally applicable here) notes that “Low vehicle speeds - speeds of less than 30km/hr.near pedestrian crossings will significantly reduce the risk of serious injury or death to pedestrians in the event of crash. Low traffic speeds help to improve both objective and subjective crash risk, because crash risk is low, and people are likely to feel that the environment is safe (p9).

The design principles contained in Waka Kotahi’s “Cycling Network Guidance – planning and design” suggests a “Hierarchy of Provision”. When selecting the type of cycleway to use between intersections, consideration should be made according to this hierarchy. Reducing traffic speed is the second consideration listed and it is unclear to me why it has not been considered.

- **Helps drivers by managing their speed expectations**

The increased number of pedestrian crossings plus the effects of in lane bus stops mean it is going to be slower for cars anyway. A speed reduction to 30kph would only slow the car journey between Britomart St and the northern edge of Wakefield Park by about 20 seconds.

- **Lower car speeds have emissions benefits**

For smaller petrol cars the optimum speed in terms of lowering emission is 28.2kph (it’s even lower for bigger cars), according to Canterbury professor Simon Kingham writing in [The Conversation](#) .

## **2. Change to style of cycleway on Adelaide Road Section 2**

The second design adjustment I’m seeking is in relation to the style of cycle path used on Adelaide Road ‘Section 2’ (as referred in the [MCA](#)(p 26) and considered in that analysis as Option 4). The approximate distance of Adelaide Road Section 2 is 500 m, and the change I am proposing relates to approximately 270m (as totalled from distances described in TR 127-23).

Specifically I think the proposed southbound separated bike lane on the east side of the road

between Chilka Street and no.559 Adelaide Road (TR 127-23, p4, second bullet) should be replaced with a shared lane with traffic. .

Section 2 is described at p25 MCA as having a “Relatively flat and straight alignment. Generally uphill towards the city, although there is a short uphill section (11m long, approximately 9% gradient) just south of Chilka Street.” The 9% gradient remark is clearly an error (this would make it steeper than the Ngā-ūranga Gorge!) but I accept the rest of the description as correct.

The engagement team (Bri) wrote to me on Mon 2 Oct 6.55pm to say that “Due to the topography of the road here we are applying the approach of having bike lanes on both sides as we feel the speed differential between bikes and cars in both directions is too great to allow for a bike lane one side/ shared lane other side approach as we might apply on steeper roads. Bikes are travelling much slower than cars in this section and traffic volumes are very high on this street including large and frequent buses. “

#### **Why do this?**

- Removes the danger created when cyclists have many traffic merging points created by the cycleway style changing on different stretches (current plans make cyclists switch from separated lanes (Luxford) to sharing lanes (Luxford St, through Britomart St intersection and down to Chilka Street) to a cycle lane (Chilka to Granville Flats 559 Adelaide) to shared again (Wakefield Park to Dee Street).
- No impact on less confident cyclists - there are already other sections which are shared with traffic e.g. the fast, shared downhill to Island Bay. It is highly unlikely that retaining one section as separate will materially impact on a decision to use the cycleway or not.
- Traffic volumes and bus numbers, identified by Bri as having a bearing on the decision to have a bike only lane on both sides, are not different to those on the adjacent sections that also have a shared lane, so should not be a barrier to using a shared lane here.
- Provides parking for a stretch of eastern side of Adelaide Road where over 70% of households do not have any off street parking  
(note that your mapping of who has parking here is not accurate
  - 541 Adelaide does not have any off street parking (it has a gate to Lavaud St),
  - the house behind 543 Adelaide is mapped as having parking but it shouldn't be included as it is a Lavaud St address not Adelaide Rd
  - 555 Adelaide isn't mapped at all and does not have off street).
- There is a fundamental mismatch between being a busy traffic road, a principal road on a cycle road, and a residential area. Any solution is necessarily a compromise solution given the competing functions of the road, one of which should be consideration of the

adjacent land uses<sup>1</sup>. Option 4 provides a better balance (and could have been arrived at as the preferred option under the MCA; assessments against criteria made using the MCA are still subjective).

- Topography limiting alternative parking provision for Adelaide Road residents: there is a paucity of reasonable options for alternative parking. The proposed residents parking zones near me are:

Duppa Street. This should not be considered an option for anyone on Adelaide Road for two reasons: it can only be accessed down a long flight of steps or on the Duppa St roadway which completely lacks a footpath (none on either side of the narrow rise). This is not a safe option for me or my 3 children. It also involves crossing the main road which you currently list as having in excess of 13 000 traffic movements per day. I understand there will be a new crossing across Adelaide by the Lavaud Street steps, but this is not enough to make me feel comfortable with the increased risk of frequently crossing the busy main road to reach my car, especially not with my youngest child in tow.

Lavaud St: not currently proposed as zoned but will need to be. It is also inaccessible from Adelaide Road, given the large number of steps plus switchback pathway to reach it. .

This leaves me with Dawson Street. Dawson Street is closest to me in terms of distance, also recent attempts to park there have led me to think a distance of 30 metres will be my absolute best case scenario should your proposed scheme go ahead. However Dawson St is also 19th on the list of Wellington's steepest streets with a gradient of 1 in 6.3m (new streets in Wellington are only permitted to be a maximum steepness of 1 in 8m as reported by [Dominion Post](#) in 2019 .

These are not reasonable alternatives given that my part of Adelaide Road has been built with family size houses along it.

- Reduces the impact on family life for residents. Since we have been prevented from parking on Adelaide Road due to the current works we have been trying to park on Dawson St. Some of the impacts on normal life in the last week:
  - I unloaded a bootload of firewood. I had to add on an extra 60m back and forth for each load. It was obviously much more difficult and despite taking care, a

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<sup>1</sup> AT Urban Street and Road Design, chapter 11 describes the principle of designing for context: " For several decades, streets had been defined by their functional classification, which relates primarily to car flow. Today, streets are expected to reflect and support adjacent land uses. Well-designed streets promote appropriate speeds, modes and footpath activities. This contextsensitive approach considers and enhances the existing built, natural and heritage elements, seeking to reveal and celebrate a place's identity."



piece rolled out the car, down Dawson St and into the middle of Adelaide Road.

It is hazardous for unpacking due to the steep gradient previously mentioned.

- We carried a new oven into our house, with the same extra distance and difficulty from steepness added. The broken oven is still sitting in the middle of the floor waiting for us to reverse the mission and then drive it to the dump.
  - I don't like writing this level of personal detail but want you to understand the real life impacts your proposal has. Shopping, carrying endless kid related stuff, going to the dump, collecting seaweed from the beach, packing the car to go camping, getting everything back in the house after surf lifesaving, etc. My own physical health was significantly impacted this year and increased carrying distance for these ordinary tasks is hard for me.
- The undue restriction of the study area for the Wakefield Park zone has led to a failure to correctly account for the impact of parks users on short term parking that might otherwise be used by Adelaide Road residents (see comments below on Wakefield Park)

In light of the factors described above, and just as WCC adapted its preferred MCA option around Wakefield Park due to the stakeholder feedback of sports ground clubs and users, I would like you to revise your preferred option for the 'Adelaide 2' stretch to Option 4.

### **Changes proposed at Wakefield Park**

I am wondering how pedestrian access to the park is improved. Is that just the Dee St pedestrian refuge?

I support the work to retain sufficient parking around the park. However the calculations are inherently flawed from limiting the study area to the northern edge of the park. There is significant street parking impact related to park users parking much further north than this (for example, Duppa, Adelaide, and Dawson) and it seems misleading to present the position as if sufficient parking would be available for park users under the new scheme. This will impact in turn on the amount of spaces available for residents in the streets mentioned, an impact which is amplified by the heavy removal of total spaces on Adelaide Road.

**Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023**

**Feedback**



114421114163

<b>NAME:</b> Rakesh Patel	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Not important</b>

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Strongly oppose**

**Do you have any comments to make about the overall proposed changes?**

1.This is not what is required to get Wellington moving, this will only adversely affect residents like us who have lived on Rintoul St for over 42 years. We need the car parks in front of our properties for ourselves, taxi pick up, family visitors and tradespeople. Cyclist can co exist with the current cars, buses etc...as they have for the last 120 years. 2. I have lived on Rintoul St for over 42 years and can say that these changes are not required as I only see a hand full of cyclist every day ie 5 or 6. And hardly any on the weekends. 3. This is a total waste of rate payers money. 4. Affected residents (ie those who live on the affected streets have not had due consultation and not been informed appropriately.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**

The bike lane going up Rintoul Street will not work. We have a handicap sister who lives at [REDACTED] Rintoul St, and gets picked up and dropped off everyday by Miss Daisy taxi people. How will they pick her up in the future as they need to up her up outside the house ? she can't walk or cross the street. She has lived at this address for 42 years. We need handicap parking outside our house as a minimum. 2. We have lived on Rintoul St for over 42 years, and in this time have never heard of any injuries or death to cyclist. We also cycle up and down Rintoul St for over 40 Years. There has never been any issues. Why change now ?. 3. Cyclist have been going up and down Rintoul St for over 130 years. In this time they co-mingled with buses, cars etc.. why make it difficult for residents who have called Rintoul St home for over 40 years ? 4. No one has sought our opinion -

no letter drops, no door knocking etc.. there has been zero communication to the affected residents. 5. Pick the status quo and let residents park as they do today. 6. How many cyclists use the road on Saturday and Sunday ? I can count them on one hand. 7. I go to work at 6.30am and there are no cyclist on the road. When I come home around 4.30pm again you may see 5 or 6 cyclist on a good day from Wellington City (1 Willis St). 8. You don't need a designated cycle lane. Cyclist CAN exist with cars, buses etc.. and have for over 120 years in Newtown. 9. Are cyclist going to get charged for the use of these lanes ?

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Why cut through Luxford St/Rintoul ST when you could have gone straight up Adelaide Road? where there is less concentration of homes/residents. And therefore less impact on residents and fewer bus services ?
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly oppose</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
The current system works will, with reduced speed limits and crossings in place. No change is required.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly oppose</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>More than 4 hours</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Car/Van</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Strongly disagree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Strongly disagree</b>

<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Strongly disagree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Strongly disagree</b>

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**  
**Strongly oppose**

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

1. We have a handicap sister who lives at ■ Rintoul St, and gets picked up and dropped off everyday by Miss Daisy taxi people. How will they pick her up in the future as they need to up her up outside the house ? she can't walk or cross the street. She has lived at this address for 42 years. We need parking outside the house otherwise they will NOT pick her up. 2. We have lived on Rintoul St for over 42 years. Over this time parking has never been an issue. Why change now. ? It is not required. 3. How come the residents on the affected streets were NOT consulted to prior to any details plans been drawn up ? I would have thought someone would have come door knocking, informing long standing residents of these significant changes ? 4. You need to get a pulse from the residents in the affected streets and NOT from people who live in the Wellington catchup. This is just short sightedness. It is the people in the affected areas who support the local shops, put significant investment into their properties and support local, rather than those who live outside of the affected streets. 5. We get significant number of family visitors (it's part of our culture - where we look after elders and family connections count). For this reason we need parking outside our house. Why has cultural and ethnic reasoning not been factored into these developments ?.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**  
**Yes**

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

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

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**  
**Newtown west**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**  
**Very likely**

**Why did you select that answer?**  
 Have no choice, where else am i going to park ? I leave on Rintoul St.

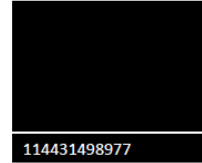
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Three</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	<b>Strongly support</b>
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	<b>Strongly support</b>
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Strongly support</b>
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	<b>Strongly support</b>
<b>A maximum of two resident permits per dwelling.</b>	<b>Strongly oppose</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Strongly oppose</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Strongly support</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Strongly support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
We have a handicap sister who lives at ■ Rintoul St, and gets picked up and dropped off everyday by Miss Daisy taxi people. How will they pick her up in the future as they need to up her up outside the house ? she can't walk or cross the street. She has lived at this address for 42 years.	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
We have a handicap sister who lives at ■ Rintoul St, and gets picked up and dropped off everyday by Miss Daisy taxi people. How will they pick her up in the future as they need to up her up outside the house ? she can't walk or cross the street. She has lived at this address for 42 years. We need parking outside the house.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Steve Cosgrove	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Strongly support**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Do you have any comments to make about the proposed design for this section?**  
**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Do you have any comments to make about the proposed design for this section?**

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<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>Yes</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>In an off-street car park</b>
<b>In a garage</b>

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

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**  
**Newtown east**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**  
**Unlikely**

**Why did you select that answer?**

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**  
**Likely**

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

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

**Do you support the scheme's proposed parking restrictions?**

Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	
Only people who live in the area being able to apply and pay for an annual exemption permit.	
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	
A maximum of two resident permits per dwelling.	
Putting a cap on the total number of resident permits that can be issued for the parking zone.	
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	
Allowing all households in the area to get a number of free day passes for visitors.	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

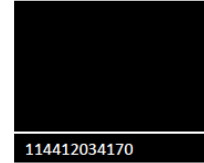
<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
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The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> James Barber	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Support**

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

I support this plan but the WCC needs to work with the hospital to make sure that there is a realistic and affordable parking option for people working at the hospital. It should at the very least be parking provided for those working night shifts (you can't get a bus at 5am or 11pm). That way people who can't access public transport have some parking provisions.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**No**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

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

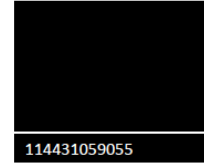
<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very unlikely</b>
<b>Why did you select that answer?</b>
We bike.
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very unlikely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>None - I rent, borrow or use car share</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Don't know</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Oppose</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Support</b>
A maximum of two resident permits per dwelling.	<b>Strongly support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly support</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Strongly support</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
There needs to be an exemption for workers at the hospital unless the WCC works with the hospital to provide free or discounted parking on the hospital grounds. You can't get a bus at 3am.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Strongly support
The boundaries of the scheme and zones as shown on the map.	Strongly support
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Rhona Carson	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Newtown Residents' Association	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

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

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

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

**I live in the area**

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>This submission is on behalf of the Newtown Residents' Association so none of the answers apply.</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>This submission is on behalf of the Newtown Residents' Association so none of the answers apply.</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
<b>This submission is on behalf of the Newtown Residents' Association, please see our attached document.</b>	



<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
This submission is on behalf of the Newtown Residents' Association, please see our attached document.	



**The Newtown Residents' Association Submission to Wellington City Council about the Berhampore and Newtown Parking Scheme. October 8<sup>th</sup> 2023.**

**Introduction**

The Newtown Residents' Association is the Incorporated Society representing Newtown and its surrounding suburbs. We are an active local group concerned with maintaining and improving our area's liveability, connectedness and sustainability and working to make our community a thriving, diverse, great place to live.

I am making this submission on behalf of the Association in this narrative fashion because the Survey Monkey form asks very individual questions that can't be answered by an organisation.

We would like to speak to this submission.

**Submission**

**Parking Policy**

We understand that this Parking Scheme is putting the Parking Policy that was agreed in 2020 into action. We have looked again at this policy and this submission is based on reflections on how this is being implemented.

In 2019 we made a submission to the consultation on the draft of the Parking Policy. We approved of a lot of what was in the draft, in particular the high priority given to residential parking, and we are pleased that this is reflected in this Parking Scheme. However there are issues that weren't part of the earlier consultation, such as the time limits of parking restrictions. The proposal for visitors' permits is new. This is welcome as an attempt to solve a problem identified in the first round, but again the details have been decided by WCC without local input, or certainly without opportunities for input that we were aware of.

**Commuter Parking**

This is a quote from our original submission – "The involvement with key employers is crucial. Wellington Hospital is the pre-eminent employer in the Newtown area, and the parking pressure from Hospital employees taking advantage of the unrestricted parking in most of our streets is a source of major frustration for residents, and also for visitors to Newtown (including hospital outpatients and visitors). In the past CCDHB had a role for a Transport Planner, and we wonder whether reinstating this role would be beneficial. Certainly a transport plan for employees, including public transport arrangements for shift workers, would be a step forward. We suggest including the Greater Wellington Regional Council in area based planning discussions."

In theory the employers and employees affected have had three years to get used to the idea that change is coming, but it is clear from the reactions to the proposals that little or no progress has been made on these issues. This is now urgent.

**Area based planning**

We supported the original proposal to develop local area-based parking plans in consultation with the local community and residents, key employers, service providers and business stakeholders, and we said that we would like to be involved in this planning.

We were pleased that this draft proposal was continued into the final policy. Principle E on p13 of the Policy document concludes –

“Local area-based parking plans would provide guidance to improve transport services and manage parking based on local circumstances. The Council could then make decisions on transport and parking management based on evidence and select from a wide range of tools to achieve the best use of the space.

Local area-based parking plans should be developed in discussion with the local community and residents, key employers, service providers and business stakeholders to consider local issues and ensure collaboration with others to resolve problems. “

We are disappointed that area based planning has not been implemented as proposed in the policy. In the years since the Parking Policy was agreed we have been waiting and asking for some action on this. The initial development of the Policy was facilitated by WCC Officers who concentrated on parking issues, but at some point parking became an adjunct to the development of cycleways and bus lanes. This has meant that a lot of time has passed with no action, and that when this scheme was eventually released for consultation it was part of the consultation on the bus and bike routes.

We have heard from the WCC team developing both the parking scheme and the bus and bike routes that they have been in discussion with various groups, but as far as we know no local residents have been involved in discussions about the details of the proposed parking scheme. We assume that the Residents' Association would know if these discussions were happening. We have had presentations from the WCC team advising that the scheme was coming, and more recently giving us some information about what is proposed, but this was after decisions had been made about the proposals.

In the time since the Parking Policy was agreed the 'area based planning' could have proceeded. All stakeholders could have been informed of the policy with a letterbox drop to residents and businesses, and opinions about how to implement the policy could have been canvassed. A similar approach is sometimes taken by WCC, for instance the Dog Policy Review last year preceded the development of the Dog Policy currently under consultation.

In practice, the letterbox drop about the Berhampore-Newtown Transport Projects finally happened just before the consultation opened. For many people this was the first time they had heard that changes to parking are coming, and it was presented in conjunction with the proposals for bus and bike routes. Development of such routes is known to be controversial and polarising and we believe that thoughtful consideration of the parking scheme has suffered by joining the two together. Parking was problematic for decades before the bus and bike lanes became an issue, and was going to need intervention with or without the bus and bike issues.

It is also problematic that the scheme was presented as a series of very definite decisions. Submitters using the survey monkey form are asked to support or oppose these proposals and there is little space and no encouragement for alternative ideas. Discussions at the 'drop in sessions' since the consultation started have implied that alternative suggestions about time limits and similar issues would be received sympathetically, and people raising concerns have been advised to make a submission, but the survey form that submitters are asked to use isn't at all welcoming of such submissions. We are not surprised that this implementation of a policy that we regarded as an attempt to mitigate longstanding parking problems has been met with a lot of protest.

We note that on current numbers 52% of submitters are opposed to the scheme, and 42% support it. It's not clear on the website if these are mostly residents or mostly commuters, or others. It is predictable that commuters would oppose it but as only 21% of submitters are identified as working in the area a lot of other

people do as well. We suspect that a lot of the opposition is a reaction to needing to respond at quite short notice to the prospect of major changes, and the lack of opportunity to work through problematic aspects of the scheme and find solutions to them.

### **What happens next**

We assume that WCC are prepared to make changes to the scheme based on feedback from this consultation, as otherwise the consultation would be meaningless. We are not going to ask for specific changes as that is no more inclusive of all residents than the Council making these decisions, but the summaries of submissions on the website and input from our members have noted many issues that need attention. We list a number of these below and a review of submissions will no doubt add more.

The opportunity for a wider conversation before the consultation has been lost, but we believe it is timely to have it now and to give serious consideration to mitigation of the many concerns about the details of the proposals, in discussion with those affected. Ideally this would lead to a revised set of proposals for further feedback before the scheme is presented to the Council.

### **Issues**

**P 120 is too restricted.** Having 'one size fits all' p120 restrictions across the whole area is too limiting. There have been several suggestions to extend this to p180 in part or the whole of the area. This is more realistic for many activities such as some hospital appointments, sports games, meetings of various sorts, playcentre sessions, and sessions with carers - either for childcare or for the support of elderly or disabled residents.

**Having restrictions 8 am – 8 pm Monday to Sunday.** Many people are saying this is unnecessarily long, there is little or no evidence that restrictions are generally needed after about 6pm or at the weekend. Removing the restrictions at the weekend gives a lot more freedom for residents to have visitors without worrying about time limits. This would be a topic for area based planning as the need might vary from street to street – the experience of residents in those streets would be valuable information.

**Parking for carers.** As mentioned above, increasing the time limit to 180 mins would often help with this, but sometimes the care is needed for a longer period. Having an exemption where this need is established would help. This might be equivalent to a 'tradies' permit but the conditions for granting these permits would need to be relaxed.

### **The eligibility for parking permits.**

**Off street or on street parking.** One issue mentioned several times is the very low priority for residents with off street parking, even when this supposed parking and associated garages are too small to accommodate modern cars. Perhaps a solution for unusable off street parking would be to decommission the kerb crossings, but this needs discussion.

Other submitters query why households without off street parking have much more priority for a second permit than those with off street parking have for a permit at all, when the off street parking might only accommodate one car, and maybe none. The priority considerations for off street parking might vary depending how many cars can be accommodated. Of course these considerations require case by case review of properties, but this might be necessary for good results.

**Restricted numbers of permits per household.** This is mentioned several times in relation to large multi generational families, flats with many occupants, and similar situations.

**The cost of permits.** There is a lot of concern about the up-front cost for people on low incomes.

**Linking the permits to number plates.** This will work much of the time but there are many potential anomalies. If a permit holder's car is unavailable for a period and they use a different one, perhaps loaned or rented, will a temporary transfer of the permit be easy to organise? What about the situation of a person who is eligible for a permit (and is willing to pay for one) but doesn't currently own a car and uses borrowed or rented cars from time to time or shares a car with a person living in a different zone? No doubt there are other similar scenarios.

**Visitor permits.** There are questions about why the number of visitor permits for people with off street parking is 25 when those without this can have 50. Often, perhaps usually, the off street parking only accommodates the cars belonging to the household and doesn't help with visitors.

**Applying for visitor permits.** The process for doing this the day before is cumbersome, and having to know the visitor's licence plate number is an added difficulty. In fact the whole process is particularly difficult for people who have trouble with operating online. Can it be guaranteed that telephone calls to make the application will be answered in a timely fashion seven days a week? The process also is very limiting on spontaneous or short notice visits. Retaining the ability to use physical permits for visitors would help with this.

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

**Mobility Parking.** There is little mention of this in the parking scheme, but it needs attention and we submit that the number of such parks should be increased, both in the suburban centre and near medical centres, community centres and similar facilities.

## Conclusion

The issues identified are a sample of often-expressed concerns, not an exhaustive list. We are asking the Council to take these and other concerns seriously and to engage further with the many stakeholders before the parking scheme is implemented.

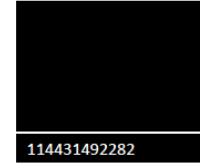
Thank you for the opportunity to make this submission.

Rhona Carson

President  
Newtown Residents' Association.

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Leah Murphy	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> Frocks on Bikes	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
I think these improvements will make it much better for people cycling and walking. The overall proposals show a good balance for competing demands on the road eg by putting in cycle lanes in one side in some places and shared areas where traffic is calmed in others. These changes will make a big difference for many. It will be interesting to see whether these changes are enough for kids.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Great to have separated cycle lane along here as it's quite tight at the moment. I'd prefer on both side, but think it's a good compromise to have only in uphill through here so as not to loose all parking. Also good to see extra pedestrian crossings.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
This is quite a busy section of road. Great to have bike lanes in both sides here. Thx!!!

**Do you support the proposed speed changes on Luxford Street?**  
**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**  
 Great idea to put in a bike box. And to have cycle facilities go right to the park. Might encourage more families to bike to sports.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**  
**Strongly support**  
**If you drive to and park at Wakefield Park, how long do you normally stay?**  
**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I travel through the area**  
**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Strongly agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Agree
The proposed changes will make it safer and easier for people walking.	Strongly agree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly agree

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**  
**Do you have any comments to make about the overall proposed scheme?**

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	



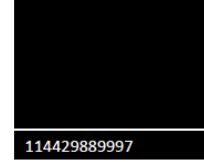
**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

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<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Paul Robinson	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Strongly oppose**

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

I would like ride share services forced to comply with the 2 hours if you implement this, or even better banned from the parking areas. I see this proposal as nothing more than an indirect tax from a council with an anti car ideology. It stinks. A fundamental reason for the stress on parking is the council desire to go for high density housing where the developers don't need to provide parking. I don't see why I should be impacted by poor decision making by civic leaders. The only thing worse than this idea is the poor implementation of the cycle lanes (and this comes from a cyclist).

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown east</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
There is no off street parking at this time
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>One</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>No change</b>

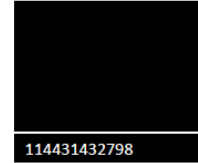
<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly oppose</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Support</b>
The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly oppose</b>
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly oppose</b>
A maximum of two resident permits per dwelling.	<b>Strongly support</b>
Putting a cap on the total number of resident permits that can be issued for the parking zone.	<b>Strongly oppose</b>
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	<b>Support</b>
Allowing all households in the area to get a number of free day passes for visitors.	<b>Neutral</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

I live next to the zoo. Most visitors to the zoo stay for over 2 hours. Council Off street parking for zoo patrons is woefully inadequate. Bus connections to the zoo are inadequate and have been since the bus changes when the number 10 was cancelled.

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly oppose</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
I think that your parking nazis are going to be ticketing young families visiting the zoo. You have inadequate infrastructure in place to offer parking off the street and you have run the bus service into the ground through mismanagement meaning this is not a viable option. Get the house in order before you contemplate making changes.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Justin Swift	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed changes?</b>

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<p>These are major changes and the community, residents, cyclists and everyone deserve decisions that are made on the basis of robust analysis, modelling and assessment. WCC have not demonstrated that the decision-making process for the proposed design for Rintoul Street is robust. The key analysis and assessment that WCC undertook was a multi-criteria analysis (MCA) to assess the various options and assist with weighting the positive and negative impacts of each option. But WCC have ignored the MCA analysis completely when determining the proposed changes for Rintoul St. For Rintoul St Section 1, the MCA notes: "Option 1 received the highest score during the MCA. However, based on the feedback received Council have advised to proceed with Option 3 to 30% design. Although this option scored third it is being pursued by Council for other reasons, such as the ability to improve the level of service for both bikes and public transport whilst providing some parking, and through the provision of additional room for buses whilst improving awareness and legitimacy of space for cyclists." (MCA page 17) And for Rintoul St Section 2, the MCA notes: "Option 1 received the highest score during the MCA. However, based on the feedback received Council have advised to proceed with Option 2 to 30% design. Although this option scored the lowest it is being pursued by Council for other reasons, such as</p>

being able to provide space for cyclists whilst maintaining some parking and not impacting width for buses." (MCA page 20) In MCA Section 4 Conclusions, it is noted that "in some cases, WCC have directed the preferred option due to reasons not accounted for in the scoring." (MCA page 30) So, if the MCA has been completely ignored for determining the proposed changes for Rintoul St, it raises the question of the robustness of the decision-making and what analysis and assessment has been used to determine the proposed changes. These are major changes and the community, residents, cyclists and everyone deserve decisions that are made on the basis of robust analysis, modelling and assessment. If this robust analysis, modelling and assessment does exist, then WCC should have put it up on the Supporting Documents webpage (<https://www.transportprojects.org.nz/current/berhampore-and-newtown/supporting-documents/>) with all the other supporting documents. If robust analysis, modelling and assessment to support the decisions to enact these proposed changes does not exist, then this would appear to be in breach of Section 77 of the Local Government act which requires a local authority, during a decision-making process to:

- Seek to identify all reasonably practicable options for the achievement of the objective of the decision; and
- Assess the options in terms of their advantages and disadvantages.

WCC need to provide the analysis and assessment that informed the determination of the proposed changes and allow everybody to provide feedback before councillors vote and final decisions are made. I have repeatedly (via email and at the drop-in sessions) tried to get explanations from the Transition team on how the criteria and weightings for the MCA were determined. Although initially agreeing to supply this information and promising to make somebody available at a drop-in session to discuss the MCA criteria and weightings, ultimately the Transition team declined to make anybody available or to provide the information and instead suggested that I raise my concerns as part of this submission. I can understand why WCC felt that they needed to ignore the MCA assessment. The MCA criteria and weightings were very poorly determined and were misaligned with principles established in Paneke Pōneke. Paneke Pōneke states that "Designs will need to take account of the other functions and activities on the streets" (PP Page 48). The primary function of Rintoul Street, would be considered by many people to be the use of the road as a primary transport route. As such this function should have been included within the MCA criteria with regard to emergency vehicles, commercial vehicles, delivery vehicles, car-sharing and pool vehicles, trades people, taxis and private vehicles. It is a failing of the MCA criteria that it failed to incorporate what is most likely the main function of the street. As Rintoul St is mostly residential and with large numbers of residences without off-street parking, another key function would be parking for residents as well as parking for delivery vehicles, trades people, social visits, Newtown Medical Centre patients, etc. While this has been included as a criterion in the MCA, it had very limited weighting despite the severe negative impacts particularly on the disabled, elderly and families with young children. It is unclear why the weighting for cycling criteria was 40% whereas the weighting for retention of high-priority parking was just 7.5%. Walking has been clearly identified as a higher priority than cycling in the Sustainable Transport Hierarchy of the Wellington City Council. And yet the weighting for cycling criteria was 40% compared to only 15% for walking. WCC notes that the highest scoring Options under the MCA have been ignored and alternate options have been chosen "by Council for other reasons, such as the ability to improve the level of service for both bikes and public transport whilst providing some parking, and through the provision of additional room for buses whilst improving awareness and legitimacy of space for cyclists". If these are legitimate reasons then they should have been catered for within the MCA criteria. That WCC felt that these reasons were not considered within the MCA criteria, demonstrates that the MCA process was not fit for purpose. If the MCA was an important element of the decision-making process, then WCC should have provided very clear rationale and reasoning for the determination of the criteria and weightings. And WCC should have abided by the determinations of the MCA. If the MCA is not an important element of the decision-making process, as is the case for the proposed Rintoul St changes, then WCC need to explain what was the robust analysis and

assessment that was used to inform the decision-making process, as well as explain why it was not shared as part of the consultation. One further point, in WCC's Bike Network Plan, Paneke Pōneke, there is a promise that consultation will be different and will include "Targeted engagement with directly affected people on proposed street layout". There was zero targeted engagement with directly affected people on the route. I discussed this at a drop-in session and it was explained to me that "targeted engagement" meant that people who live on the route and are having their on street parking removed are allowed to attend the drop-in sessions that are open to the public. That is not "targeted engagement". There was zero engagement that was targeted at residents on Rintoul St. Apparently, there were letter-box drops but these were suburb-wide and not targeted at the directly affected residents of Rintoul St. However, WCC did note that "as part of our engagement, we've spoken to groups in the community and stakeholders to make changes to the proposed designs for the bike/bus route". It is unacceptable that "stakeholders" like Cycle Wellington and the sports clubs at Wakefield Park were allowed to provide feedback, and that changes were made in response to their feedback, before the consultation went out to the public but the residents of Rintoul St were not given that opportunity and were not even afforded the courtesy of genuine targeted engagement during the public consultation process.

**Do you support proposed changes to Luxford Street?**

**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**

These are major changes and the community, residents, cyclists and everyone deserve decisions that are made on the basis of robust analysis, modelling and assessment. WCC have not demonstrated that the decision-making process for the proposed design for Luxford Street is robust. The key analysis and assessment that WCC undertook was a multi-criteria analysis (MCA) to assess the various options and assist with weighting the positive and negative impacts of each option. The MCA notes that "Option 1 received the highest score during the MCA and feedback from the review of the draft report confirmed this option as the preferred option to progress" with Option 1 described as "Separated cycleway both directions, parking one side". (MCA page 22). But the proposed design does not keep parking on one side with over 60% of the parking spaces on each of the North and South sides of Luxford St being removed. It is unclear why the proposed changes to not more closely align to the determination of the MCA with parking retained on one side of the road. If the MCA determination to keep parking on one side has not been incorporated into the proposed design, it raises the question of the robustness of the decision-making and what analysis and assessment has been used to determine the proposed changes. WCC should have provided detailed reasoning as to why the proposed changes are different from the determination of the MCA. One further point. In WCC's Bike Network Plan, Paneke Pōneke, there is a promise that consultation will be different and will include "Targeted engagement with directly affected people on proposed street layout". There was zero targeted engagement with directly affected people on the route. I discussed this at a drop-in session and it was explained to me that "targeted engagement" meant that people who live on the route and are having their on street parking removed are allowed to attend the drop-in sessions that are open to the public. That is not "targeted engagement". There was zero engagement that was targeted at residents on Luxford St. Apparently, there were letter-box drops but these were suburb-wide and not targeted at the directly affected residents of Luxford St. However, WCC did note that "as part of our engagement, we've spoken to groups in the community and stakeholders to make changes to the proposed designs for the bike/bus route". It is unacceptable that "stakeholders" like Cycle Wellington and the sports clubs at Wakefield Park were allowed to provide feedback, and that changes were made in response to their feedback, before the consultation went out to the public but the residents of Luxford St were not given that



opportunity and were not even afforded the courtesy of genuine targeted engagement during the public consultation process.

**Do you support the proposed speed changes on Luxford Street?**

**Strongly oppose**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**

These are major changes and the community, residents, cyclists and everyone deserve decisions that are made on the basis of robust analysis, modelling and assessment. WCC have not demonstrated that the decision-making process for the proposed design for Adelaide Road is robust. The key analysis and assessment that WCC undertook was a multi-criteria analysis (MCA) to assess the various options and assist with weighting the positive and negative impacts of each option. But there are extremely significant errors in the MCA analysis that undermine the MCA determination. I have repeatedly (via email and at the drop-in sessions) tried to get explanations from the WCC Transition team on how the criteria and weightings for the MCA were determined. Although initially agreeing to supply this information and promising to make somebody available at a drop-in session to discuss the MCA criteria and weightings, ultimately the Transition team declined to make anybody available or to provide the information and instead suggested that I raise my concerns as part of this submission. The MCA criteria and weightings were very poorly determined and were misaligned with principles established in Paneke Pōneke. I will focus my response on Adelaide Road Section 2 (Britomart Street to North end of Wakefield Park). Paneke Pōneke states that "Designs will need to take account of the other functions and activities on the streets" (PP Page 48). The primary function of Adelaide Road Section 2, would be considered by many people to be the use of the road as a primary transport route. As such this function should have been included within the MCA criteria with regard to emergency vehicles, commercial vehicles, delivery vehicles, car-sharing and pool vehicles, trades people, taxis and private vehicles. It is a severe failing of the MCA criteria that it failed to incorporate what is most likely the main function of the street. As Adelaide Road Section 2 is almost entirely residential and with large numbers of residences without off-street parking, another key function would be parking for residents as well as parking for delivery vehicles, trades people, social visits, Newtown Medical Centre patients, etc. While this has been included as a criterion in the MCA, it had very limited weighting despite the severe negative impacts particularly on the disabled, elderly and families with young children. It is unclear why the weighting for cycling criteria was 40% whereas the weighting for retention of high-priority parking was just 7.5%. Walking has been clearly identified as a higher priority than cycling in the Sustainable Transport Hierarchy of the Wellington City Council. And yet the weighting for cycling criteria was 40% compared to only 15% for walking. Additionally, it could easily be argued that WCC's decision to completely ignore the MCA recommendations for proposed changes to Rintoul St, demonstrates that the MCA criteria and weightings were unfit for purpose. As well as concerns with the determination of the criteria and weighting of the MCA, there are some glaring errors in the MCA for Adelaide Road Section 2. The MCA notes that for Adelaide Road Section 2, "a few destinations exist on this route, including a café, and shops". (MCA page 25). This is simply not true. There is a church and some commercial premises, but there are no shops or cafes on Adelaide Road Section 2. The MCA notes that Adelaide Road Section 2 is "relatively flat and straight alignment. Generally uphill towards the city, although there is a short uphill section (11m long, approximately 9% gradient) just south of Chilka Street". Again, this is simply not true. A gradient of 9% is very steep (for comparison Adelaide Road Section 3 (Wakefield Park to Dee Street) is assessed as having an average gradient of 5%). There is no part of Adelaide Road Section 2 with a southbound uphill section with 9% gradient.

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These are very basic errors and put doubt into the quality and robustness of the MCA. On Adelaide Section 2, the MCA notes that:

- Option 2 provides a "dedicated facility toward Island Bay" and has "High alignment with other planned works". (Page 26)
- Option 3 provides a "Protected facility for cyclists in both directions improving cyclist safety and uptake" and has "High alignment with planned works". (Page 27)
- Option 4 provides a "Protected facility for cyclists riding towards the City improving safety, but facility in only one direction so potentially limited uptake" and is "Least aligned with other planned works". (Page 27)

These appear to be complete misrepresentations of the facts. Neither Option 2 nor Option 3 will provide a dedicated facility for cyclists in both directions. They actually only provide for a ~260m southbound cycle lane in the middle of an over 1km stretch of road with cyclists sharing the lane with other road users including buses and with very high traffic volume. The proposed changes for both Adelaide Road Section 1 and Adelaide Road Section 3 have southbound cyclists in a shared lane, so it is clear that Option 4 is actually the solution that provides the most alignment with other planned works as it is the only solution with this same configuration in the southbound lane as the determined solutions for Adelaide Road Section 1 and Adelaide Road Section 3. In the scoring of the MCA for Adelaide Road Section 2 (MCA page 62), under Criteria 1b: "Improved convenience for people cycling and using micro-mobility devices", Option 4 scores lower than Options 2 and Options 3. The Comments column explaining that "Options 1 and 4 separate only one direction of cyclists from traffic. Options 2 & 3 provides continuous facility in both directions". But this is not true. The determined solutions for Adelaide Road Section 1 and the northern portion of Adelaide Road Section 2 and Adelaide Road Section 3 ALL have the same configuration in the southbound lane as Option 4. So it is clear and obvious that is Option 4 provides the most continuous facility and that neither Options 2 nor 3 will provide continuous facility in both directions. And under Criteria 5a (MCA page 62): "Alignment with other planned works in the road corridor, and/or reduced disruption during construction.", Option 4 again scores lower than Options 2 and Options 3. The Comments column explaining that "Options 1 likely Option for Adelaide S1 and Luxford - continuity. Option 4 may required transition into shared lanes". In fact, as before, Option 4 is the solution that provides the most continuity as it is the only solution with the same configuration in the southbound lane as the determined solutions on Adelaide Road Section 1, the northern portion of Adelaide Road Section 2 and Adelaide Road Section 3. Additionally, rather than "Option 4 may required transition into shared lanes", Option 4 prevents the southbound transition into a shared lane at the start of Wakefield Park that is an undesirable feature of Options 2 and 3. This is a very unsafe feature of the proposed changes where southbound cyclists are expected to merge from a painted bike lane into a shared lane with heavy traffic traveling at 50kmh. Without these errors in scoring the MCA, Option 4 would have been the highest scoring Option. In Appendix G, it is also noted that "Shared lane toward Island Bay with a separated cycleway toward the City, with parking on the east side" has been "Ruled out as high traffic volumes and operating speeds > 40 km/h, additionally cyclists required to ride adjacent to parked vehicles." However, this is in fact the preferred and determined southbound solution for the northernmost ~200m of Adelaide Road Section 2 and is the preferred and determined southbound solution for Adelaide Road Section 3, so it seems perverse that it has been ruled out as an option for the southernmost ~275m of Adelaide Road Section 2. The benefits of Options 2 and 3 and of the proposed changes to Adelaide Road Section 2 have been overstated as have the shortfalls of Option 4. The magnitude of the negative consequences for residents, including elderly and disabled residents and residents with small children, in losing access to parking as well as access to other functions of the road like furniture or appliance delivery, arborist visits, and extended social visits from friends, etc should have outweighed the very slight benefits of a ~260m painted but not buffered cycle lane accessed only by cyclists transitioning from and to a lane shared with heavy traffic. The MCA would have determined this as well, had it not had numerous unfortunate inaccuracies. The Transition team noted to me via email that "Safety is a key priority in our work and where we are able to provide separated facilities we aim to do so, as we know this assists in a higher uptake of

people choosing to bike. Particularly on a busy road like Adelaide Road where the speed difference between bikes and vehicles is significant, separated facilities can provide a safer road space for bikes to travel at their own speed without holding up traffic". It is very hard to believe that cyclist uptake will be materially increased because rather than sharing a lane with heavy traffic for 1km, cyclists will only have to do so for ~750m because there will be a ~260m painted but not buffered from traffic cycle lane in the middle of the 1km stretch. It is interesting that the Transition team note that there will be speed differential but there has been no assessment of the safety of the transition from the painted cycle lane into a shared lane with heavy traffic traveling at 50kmh. I note that this potentially dangerous transition was not included in the CASA Safety Audit. I would not let my children ride in this cycle lane as I would not want them trying to merge with a truck travelling at 50kph. Is there any robust analysis or assessment that supports the decision to have a southbound ~260m painted but not buffered cycle lane from Chilka St to the north end of Wakefield Park? The MCA can not be claimed to adequately support the lane as it was scoring on the basis that there would be a southbound cycle lane at both ends of the proposed cycle lane. But both Adelaide Road Section 2 from Britomart St to Chilka St and Adelaide Road Section 3 do not have southbound cycle lanes. WCC need to provide the analysis and assessment that informed the determination of the proposed changes and allow everybody to provide feedback before councillors vote and final decisions are made. If robust analysis, modelling and assessment to support the decisions to enact these proposed changes does not exist, then this would appear to be in breach of Section 77 of the Local Government act which requires a local authority, during a decision-making process to:

- Seek to identify all reasonably practicable options for the achievement of the objective of the decision; and
- Assess the options in terms of their advantages and disadvantages.

A much better solution for Adelaide Road Section 2 would be to extend the 30kmh speed limit for 400m southbound to the start of Wakefield Park and keep cyclists in lane and preserve high priority parking on one side of Adelaide Road. This would prevent cyclists needing to merge from a painted bike lane into a shared lane with heavy traffic traveling at 50kmh. One further point, in WCC's Bike Network Plan, Paneke Pōneke, there is a promise that consultation will be different and will include "Targeted engagement with directly affected people on proposed street layout". There was zero targeted engagement with directly affected people on the route. I discussed this at a drop-in session and it was explained to me that "targeted engagement" meant that people who live on the route and are having their on street parking removed are allowed to attend the drop-in sessions that are open to the public. That is not "targeted engagement". There was zero engagement that was targeted at residents on Adelaide Road. Apparently, there were letter-box drops (I did not receive them) but these were suburb-wide and not targeted at the directly affected residents of Rintoul St. However, WCC did note that "as part of our engagement, we've spoken to groups in the community and stakeholders to make changes to the proposed designs for the bike/bus route". It is unacceptable that "stakeholders" like Cycle Wellington and the sports clubs at Wakefield Park were allowed to provide feedback, and that changes were made in response to their feedback, before the consultation went out to the public but the residents of Adelaide Road were not given that opportunity and were not even afforded the courtesy of genuine targeted engagement during the public consultation process.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly oppose</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>1 to 2 hours</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
I live in the area
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
Walk/run

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Disagree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Disagree
The proposed changes will make it safer and easier for people walking.	Disagree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly disagree

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>

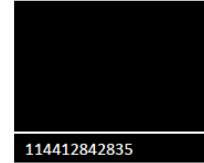
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Emma Murphy	<b>SUBURB:</b> Island Bay	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Moderate importance**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Oppose**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Strongly oppose**  
**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**  
**Strongly oppose**  
**Do you have any comments to make about the proposed design for this section?**  
 I have driven/walked this route daily for over 10 years and happily shared the road with cyclists, i feel like the council are trying to tackle a problem that doesn't exist.  
**Do you support the proposed speed changes on Luxford Street?**  
**Support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**  
 Please give thought to creating a clearway on this section. The sportsgrounds are heavily used on weekend, lets not deter people from sport. A clearway for bikes could be enforced during peak hour weekdays, leaving the evening and weekends free for those undertaking sport activities. This could be heavily enforced and tickets issued if cars park during these hours. This would generate income for the council for further cycleway improvements if needed. The public transport options simply don't exist for people who live far away to get to Wakefield park with multiple children, sports equipment. I feel really strongly about this and fear the council has made up its mind and this submission is fruitless. There are better and cheaper ways to achieve the outcome the council is looking for, without spending money and dividing the community further.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**  
**Strongly oppose**  
**If you drive to and park at Wakefield Park, how long do you normally stay?**  
**Under 1 hour**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I live in the area**  
**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Car/Van**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Disagree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Strongly disagree
The proposed changes will make it safer and easier for people walking.	Strongly disagree
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Strongly disagree

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**  
**Neutral**  
**Do you have any comments to make about the overall proposed scheme?**  
 Thought should be given to parking for hospital staff. Could the hospital/council issue free permits for hospital staff to use parking in and around these areas.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I regularly travel through the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Don't know</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	



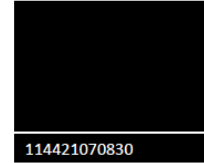
**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

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<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Maddalena Dal Sasso	<b>SUBURB:</b> Aro Valley	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
The two extraordinarily successful and heavily used projects through Island Bay and also Newtown to City show that bike lanes are working, and we are here for it regardless of our ability, age etc. They have meant I now spend more time with my parent who lives in this area, as the route between my two parents consists of increasingly more safe, separated bike lanes and I feel safer riding home in the dark for example. This proposal links those two projects and makes biking to work, school, the city, beach or other not just available but also largely worry free with the presence of the separated bike lanes. Keep going WCC and thank you so much :)

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
One of my parents lives in this area, and 99% of the time I go visit them is by bike. Since the Newtown to City bike lanes have been installed, I have absolutely spent more time with them since for example it is safer to ride home when it is dark so I feel safe staying longer before returning by bike to my other parent's house. This section of the proposal is the one that would positively impact me the most and would make it even safer to bike between my parent's houses which would mean I feel comfortable spending even more time at the parent with whom I don't live with.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
Absolutely support the two cycle lanes instead of just one, it is unlikely that if I am riding to Island Bay I won't ride back on this same route, so having security in the two directional lanes takes a lot of stress and worry off my shoulders, and also my parents feel less worried when I bike to their homes. I am wondering if the raised crossings are for bikes too, because if I am riding from Island Bay and need to turn right onto Rintoul I can't, so would I be able to get off and cross at the newly raised crossing then turn around and turn into Rintoul Street?
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly support</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Strongly support</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
This design is just great! It is very similar to sections of the bike network that have been working really well and the presence and availability of more widespread safe lanes in the city will absolutely make me, my family and friends more likely to or more regular bikers.

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Don't know</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Bicycle</b>

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	<b>Strongly agree</b>
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	<b>Strongly agree</b>
The proposed changes will make it safer and easier for people walking.	<b>Strongly agree</b>
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	<b>Strongly agree</b>

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Do you have any comments to make about the overall proposed scheme?</b>

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>

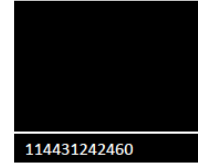
<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	

<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	
<b>The boundaries of the scheme and zones as shown on the map.</b>	
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Jenny Cochrane	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Strongly oppose**

**Do you have any comments to make about the overall proposed changes?**

Rintoul St has more residents than ever before with the addition of townhouses and apartments over the years. The greatest increase in pressure on parking has come from commuters. Also houses that were previously family homes now being occupied by flatmates with several cars to one household has an impact. The changes to District Plan allowing infill building will bring even more residents to the street. The public transport service is not sufficient at present to making the switch to being car free - I know as I gave up my car in 2019 and it's been a terrible struggle trying to use public transport for the majority of my needs. To propose removing significantly more than half the existing car parks to allow the uphill cycle lane is prioritising those passing through Newtown over those who live here. I use a wheelchair, there is nothing in the proposals that will solve the problems I already have getting around and there are things in the proposals that will significantly INCREASE the challenges I face to have visitors, leave the house, attend appointments, shop locally and receive daily care visits.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**

The Riddiford St block between Mein and Rintoul has shops and services that need good short term parks. Deeply concerned about the proposed number of parks to remove from Rintoul St. The remaining parking needs to lean more heavily towards residents so suggest less are P120 residents exempt to allow some to be resident only.

<b>Do you support proposed changes to Luxford Street?</b>
<b>Don't know</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Don't know</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
<b>Don't know</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support the proposal for additional off-street car parking for Wakefield Park users?</b>
<b>Strongly support</b>
<b>If you drive to and park at Wakefield Park, how long do you normally stay?</b>
<b>I don't park there</b>

<b>What is your main relationship to the Berhampore to Newtown bus and bike route?</b>
<b>I live in the area</b>
<b>How do you normally travel along the Berhampore Newtown route most of the time?</b>
<b>Wheelchair or mobility scooter</b>

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	<b>Disagree</b>
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	<b>Don't know</b>
<b>The proposed changes will make it safer and easier for people walking.</b>	<b>Disagree</b>
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	<b>Disagree</b>

**Berhampore and Newtown parking scheme**

<b>Overall, do you support the proposed Berhampore and Newtown parking scheme?</b>
<b>Neutral</b>

<b>Do you have any comments to make about the overall proposed scheme?</b>
I support changes that prevent commuters parking for a whole shift - day or night. I am uncertain about the impact of the proposed permits particularly when the number of parks is being heavily reduced. I have been approaching the council for several years about parking difficulties. I am very concerned when it has already been so difficult what it's going to be like. It is possible that providing the P120 option will continue to shut residents out. I support the idea but don't think there will be enough capacity. It's likely to need 100% of remaining parks to be resident only.

<b>Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?</b>
<b>No</b>
<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I live in the area</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Newtown west</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Very likely</b>
<b>Why did you select that answer?</b>
I am disabled, living alone. I gave up owning my own car due to difficulties getting a park near the house. I am heavily reliant on others coming daily to help me. Visitors passes of 50 will be insufficient so may be necessary to get a permit for at least
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Very likely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>None - I rent, borrow or use car share</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Neutral</b>
Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>

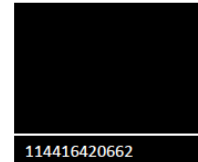


The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	Strongly oppose
The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	Strongly support
A maximum of two resident permits per dwelling.	Strongly support
Putting a cap on the total number of resident permits that can be issued for the parking zone.	Support
The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.	Strongly support
Allowing all households in the area to get a number of free day passes for visitors.	Strongly support
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
I have carers come daily, lack of parking significantly impacts on my care service. The cycle lane will remove all parking from outside my house and over 100 parks. I will qualify in first and third allocation for permit but this only benefits me if I buy a car again. Relying on paid carers for daily visits means a high dependency on a P120 being available but I am worried that having these parks will lessen the number available for residents when it's already been so difficult. The P120 parks will be needed for doctors appointments, shoppers, hospital appointments and visitors, community centre visitors etc. If we'd been given this scheme years ago I would have felt more positive but can't see things being better when losing so many parks. I have opposed the 8am to 8pm - if I am understanding it correctly that would mean anyone could park between 8pm and 8am so permits would provide no benefit. Given number of hospital staff at night, the parking pressure doesn't currently ease at night time.	

The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	Don't know
The boundaries of the scheme and zones as shown on the map.	Don't know
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
Concerned about lack of parking for Riddiford St shops between Rintoul St and Hall St	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> Radhika Budhia	<b>SUBURB:</b> Strathmore Park	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Berhampore and Newtown parking scheme</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support proposed changes to Luxford Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposed speed changes on Luxford Street?**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**How do you normally travel along the Berhampore Newtown route most of the time?**

<b>The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).</b>	
<b>The proposed changes will make it safer and easier for younger or less experienced people on bikes.</b>	
<b>The proposed changes will make it safer and easier for people walking.</b>	
<b>The proposed changes to the streets will help make the bus service faster and more reliable in the area.</b>	

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Strongly oppose**

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

It is already a struggle to find parks in the area with Wellington Hospital staff, Southern Cross Hospital staff and Wakefield hospital staff all looking for parking within the area and not taking patients parks. If there is less parking, staffing will also be an issue as staff lose accessibility to parking within the area. It is already hard enough to find parking for staff, why make it harder. Healthcare workers should not have to park 4-5 blocks away from their place of work. Especially after working long hours and in the dark with the streets here having low lighting.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

<b>If you park in the parking scheme area, what parking do you have access to and/or use most of the time?</b>
<b>On the street (unrestricted)</b>
<b>What is your main relationship to the Berhampore and Newtown parking scheme area?</b>
<b>I work in Berhampore or Newtown</b>

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Why did you select that answer?</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>Much harder</b>

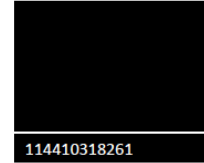
<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	<b>Strongly oppose</b>
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	<b>Strongly oppose</b>
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	<b>Strongly oppose</b>
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	<b>Strongly oppose</b>
<b>A maximum of two resident permits per dwelling.</b>	<b>Strongly oppose</b>
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Strongly oppose</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Strongly oppose</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Don't know</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	

When working for a hospital in the area that currently has a construction zone and no parking for staff, having restrictions means no where for staff to park. With healthcare already struggling to find staff, this will make the situation far worse

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Neutral</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Neutral</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
Where are hospital staff going to park if they are all restricted?	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**



<b>NAME:</b> John-Luke Day	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?  
**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**  
**Support**  
**Do you have any comments to make about the overall proposed changes?**

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**  
**Support**  
**Do you have any comments to make about the proposed design for this section?**  
 The designated cycleway is much needed. The road is narrow and many cars try dangerous overtaking.

**Do you support proposed changes to Luxford Street?**  
**Strongly support**  
**Do you have any comments to make about the proposed design for this section?**  
 I like the cyclelanes going both ways.  
**Do you support the proposed speed changes on Luxford Street?**  
**Support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**  
**Neutral**

**Do you have any comments to make about the proposed design for this section?**  
 I would prefer cycle lanes on both sides of the road. The road past Wakefield Park is certainly wide enough to accommodate it. It may mean the loss of parking for the football pitches, but I think cycling on the major route ought to be prioritised.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**  
**Support**  
**If you drive to and park at Wakefield Park, how long do you normally stay?**  
**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**  
**I live in the area**  
**How do you normally travel along the Berhampore Newtown route most of the time?**  
**Bicycle**

The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).	Agree
The proposed changes will make it safer and easier for younger or less experienced people on bikes.	Agree
The proposed changes will make it safer and easier for people walking.	Neutral
The proposed changes to the streets will help make the bus service faster and more reliable in the area.	Agree

**Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**  
**Support**  
**Do you have any comments to make about the overall proposed scheme?**  
 I'm in favour of less parking. We need to discourage private car use and encourage cycling, public transport and car-share schemes. Less parking will help.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**  
**No**  
**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

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

<b>If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?</b>
<b>Berhampore zone</b>
<b>If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?</b>
<b>Unlikely</b>
<b>Why did you select that answer?</b>
<b>I don't own a car</b>
<b>If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?</b>
<b>Unlikely</b>
<b>If you live in the area, how many vehicles are owned by people in your home?</b>
<b>None - I rent, borrow or use car share</b>
<b>Thinking about where you park, do you think the new scheme will have an impact on your ability to find a car park in Newtown?</b>
<b>No change</b>

<b>Do you support the scheme's proposed parking restrictions?</b>	
<b>Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.</b>	
<b>Only people who live in the area being able to apply and pay for an annual exemption permit.</b>	
<b>The P120 (resident permit exempt) restrictions applying between 8am and 8pm.</b>	
<b>The P120 (resident permit exempt) restrictions applying between Monday to Sunday.</b>	
<b>A maximum of two resident permits per dwelling.</b>	
<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	



The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.	
The boundaries of the scheme and zones as shown on the map.	
If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**

114428041387

<b>NAME:</b> Neil Ranger	<b>SUBURB:</b> Newtown	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Low importance</b>

<b>Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23</b>
<b>Strongly oppose</b>
<b>Do you have any comments to make about the overall proposed changes?</b>
Another encroachment on parking. In case you've not noticed, the vast majority of people still use cars. Even those who use bikes on a sunny day. You claim to not to want to gridlock traffic yet no better way to do this is what you're proposing to do.

<b>Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>

<b>Do you support proposed changes to Luxford Street?</b>
<b>Do you have any comments to make about the proposed design for this section?</b>
<b>Do you support the proposed speed changes on Luxford Street?</b>
<b>Strongly oppose</b>

<b>Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?</b>
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**Do you have any comments to make about the proposed design for this section?**

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Car/Van**

**The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).**

**The proposed changes will make it safer and easier for younger or less experienced people on bikes.**

**The proposed changes will make it safer and easier for people walking.**

**The proposed changes to the streets will help make the bus service faster and more reliable in the area.**

## **Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Strongly oppose**

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

Absolutely untenable to have so much extra bureaucracy and expense involved in trying to fix what is a council initiated problem by their removal of parking spaces in the area to support other changes and failure to provide a parking building in or near the hospital

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

**On the street (unrestricted)**

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

**I live in the area**

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

**Newtown east**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

**Undecided**

**Why did you select that answer?**

How dare you charge for this 'permission'. The previous 40 years have seen constant parking space elimination all over Newtown without any replacement infrastructure especially at the hospital. Now you want \$200 a year added to rates which are already misused for vanity projects rather than basic infrastructure of which the most egregious is water. And you have the absolute gall to say it pays for yet another layer of bureaucracy.

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

**Undecided**

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

**One**

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

**Much harder**

**Do you support the scheme's proposed parking restrictions?**

**Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.**

**Strongly oppose**

**Only people who live in the area being able to apply and pay for an annual exemption permit.**

**Strongly oppose**

**The P120 (resident permit exempt) restrictions applying between 8am and 8pm.**

**Strongly oppose**

**The P120 (resident permit exempt) restrictions applying between Monday to Sunday.**

**Strongly oppose**

**A maximum of two resident permits per dwelling.**

**Oppose**

**Putting a cap on the total number of resident permits that can be issued for the parking zone.**

**Strongly oppose**

**The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.**

**Allowing all households in the area to get a number of free day passes for visitors.**

**Oppose**

**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

Online access seems to be mandatory. Not all residents or visitors can comply. Also any visitors, tradesmen etc need to state number plates 24 hours before use. Unworkable and extremely error prone as well as an extra burden upon users to satisfy yet another layer of unneeded bureaucracy. I can envisage this process potentially invoking a violent response in some people. Stupid beyond belief. How dare you try to control whether a person can be invited to a house without registering them first. That is outright police state control.

**The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.**

**Strongly oppose**

**The boundaries of the scheme and zones as shown on the map.**

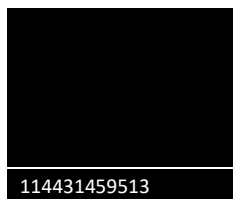
**Strongly oppose**

**If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.**

The scheme covers too much area and creates further problems as well s resident expense and time wastage. Had council bothered to erect a parking building in the hospital then a great deal of this would be unnecessary. But wait, that's too simple, isn't sufficiently biased against cars and also council can't be bothered with basic public utilities or infrastructure

**Berhampore to Newtown bus, bike and pedestrian proposals**  
**October 2023**

**Feedback**



114431459513

<b>NAME:</b> Amanda	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on?	<b>Both</b>
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General feedback

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Low importance</b>

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Strongly oppose**

**Do you have any comments to make about the proposed design for this section:**

Do not support at this time without/prior to significant improvements to public transport. Support lower speed restrictions (that are actually enforced) to support safer environment for cyclists in the interim and better education (including in driving schools etc), promotional ads etc for sharing the road safely.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**

Don't agree with taking away parks for cycle lanes at this time without significantly improved public transport system. It is irresponsible and inaccurate of WCC to cite being climate friendly when these changes will not make any significant change and will likely increase carbon emissions from cars spending longer on streets, driving further from their homes to park or having to take different routes to get home. - A decent public transport system would contribute significantly more to offset climate change and would service a much greater proportion of the population. Simply saying this is not your remit is socially irresponsible and not servicing the needs of your residents. Restricting transport (removing cars) at this time will not benefit the majority of residents, such changes should be timed with significant improvements to public transport, including after hours and weekends improvements. - Additionally, for 'climate change', essentials such as clean, safe water supply and fixing the ridiculous volume of leaking water should be the priority for spending, not the 'nice to haves' such as cycle lanes. - Limiting choices (by removing cars) at this time and charging people for parking, in a cost-of-living crisis, is socially irresponsibly and will disproportionately impact vulnerable and lower socio-economic groups. Noting many

peoples houses will also instantly go down in value due to these changes. If cycle lanes proposed do proceed (which I oppose), there needs to be allowances made for directly affected people to have reasonable access to their homes, for example: - deliveries, - unloading vehicles - filling trailers (for dump loads, etc). - renovating their home (i.e. need for rubbish skip).

**Do you support proposed changes to Luxford Street?**

**Strongly oppose**

**Do you have any comments to make about the proposed design for this section?**

Disagree with creating cycle lanes at this time. Disagree with removal of right hand turn from Luxford onto Rintoul Street. This will divert traffic to take longer trips to reach their homes. I don't see how this improves climate change at all? It is irresponsible and inaccurate of WCC to cite being climate friendly when these changes will not make any significant change and will likely increase carbon emissions from cars spending longer on streets, driving further from their homes to park or having to take different routes to get home. - A decent public transport system would contribute significantly more to offset climate change and would service a much greater proportion of the population. Simply saying this is not your remit is socially irresponsible and not servicing the needs of your residents. Restricting transport (removing cars) at this time will not benefit the majority of residents, such changes should be timed with significant improvements to public transport, including after hours and weekends improvements. - Additionally, for 'climate change', essentials such as clean, safe water supply and fixing the ridiculous volume of leaking water should be the priority for spending, not the 'nice to haves' such as cycle lanes. - Limiting choices (by removing cars) at this time and charging people for parking, in a cost-of-living crisis, is socially irresponsibly and will disproportionately impact vulnerable and lower socio-economic groups. If cycle lanes a proposed do proceed (which I oppose), there needs to be allowances made for directly affected people to have reasonable access to their homes, for example: - deliveries, - unloading vehicles - filling trailers (for dump loads, etc). - renovating their home (i.e. need for rubbish skip).

**Do you support the proposed speed changes on Luxford Street?**

**Support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Oppose**

**Do you have any comments to make about the proposed design for this section?**

Disagree with creating cycle lanes at this time (see earlier comments). Support more parking being available for use of the sports fields. These should also be available to people who don't use the sports fields but wish to visit the opposite park, or for visitors, etc outside of peak times for sports field use.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Car/Van**

**The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).**

**Strongly disagree**

**The proposed changes will make it safer and easier for younger or less experienced people on bikes.**

**Strongly disagree**

**The proposed changes will make it safer and easier for people walking.**

**Strongly disagree**

**The proposed changes to the streets will help make the bus service faster and more reliable in the area.**

**Strongly disagree**

## **Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Strongly oppose**

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

**Disagree with the need for it for Berhampore as proposed - not needed for many streets.**

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

**On the street (unrestricted)**

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

**I live in the area**

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

**Berhampore zone**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

**Very likely**

**Why did you select that answer?**



I use a car nearly every day and don't have off-street parking being a 1910 house without any cost-effective way of achieving off-street parking. - It is not practical, convenient or efficient to bike or walk to the areas we need to get to. - We used to use public transport a lot more, however, this has become exceedingly poor and unreliable and we have had to revert back to daily use of car. - It is irresponsible and inaccurate of WCC to cite being climate friendly when these changes will not make any significant change and will likely increase carbon emissions from cars spending longer on streets, driving further from their homes to park or having to take different routes to get home. - A decent public transport system would contribute significantly more to offset climate change and would service a much greater proportion of the population. Simply saying this is not your remit is socially irresponsible and not servicing the needs of your residents. Restricting transport (removing cars) at this time will not benefit the majority of residents, such changes should be timed with significant improvements to public transport, including after hours and weekends improvements. - Additionally, for 'climate change', essentials such as clean, safe water supply and fixing the ridiculous volume of leaking water should be the priority for spending, not the 'nice to haves' such as cycle lanes. - Limiting choices (by removing cars) at this time and charging people for parking, in a cost-of-living crisis, is socially irresponsibly and will disproportionately impact vulnerable and lower socio-economic groups. If cycle lanes a proposed do proceed (which I oppose), there needs to be allowances made for directly affected people to have reasonable access to their homes, for example: - deliveries, - unloading vehicles - filling trailers (for dump loads, etc). - renovating their home (i.e. need for rubbish skip).

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

**Very likely**

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

**Two**

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

**Much harder**

**Do you support the scheme's proposed parking restrictions?**

**Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.**

**Support**

**Only people who live in the area being able to apply and pay for an annual exemption permit.**

**Strongly support**

**The P120 (resident permit exempt) restrictions applying between 8am and 8pm.**

**Oppose**

**The P120 (resident permit exempt) restrictions applying between Monday to Sunday.**

**Oppose**

**A maximum of two resident permits per dwelling.**

**Strongly support**

**Putting a cap on the total number of resident permits that can be issued for the parking zone.**

**Strongly oppose**

**The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.**

**Oppose**

**Allowing all households in the area to get a number of free day passes for visitors.**

**Oppose**

**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

DISAGREE with the need at all for this parking scheme to apply to many of the areas in Berhampore proposed: - A key statement for the need for this proposal are inaccurate for many streets, that is, Parking IS NOT under pressure for many of the streets WCC has proposed to include in the scheme. - This is clearly evident by the current removal of many parks to accommodate the footpath works currently underway on Adelaide Road (between Wakefield park and Berhampore shops). Multiple car parks have been removed, yet there are still significant volume of car parks available in surrounding streets (e.g Chilka, Burwah, Jeypore, Duppa, Lavaud, Dawson, Blythe Street etc etc). - The application of parking permits to such areas is overly burdensome and unnecessary regulation at this time and will only add to the pressure/stress for residents for no apparent need. - Such a scheme could be considered for all areas in Berhampore in the future if/as demand changes, but is not required at this time. - Has the WCC actually been to these streets to survey/view the area and the potential impacts and requirements? It appears a blanket need has been applied without actually viewing and properly surveying the Berhampore area. - This scheme is not 'opening the streets up for all ages and abilities', it is in fact disadvantaging the many, many people who rely on a car. Even the majority of those who own bikes and occasionally use them when the weather suits, still own cars. There are hardly any bikes on the street in cold, windy, rainy weather or in the weekends noting the need to visit multiple places around the city and attend to multiple tasks. Bikes and the current poor public transport system are inadequate to fill this gap/need. - The system and bike lanes only support the well-off who can afford electric bikes, and afford permits, or can afford to move or build off-street parking. It disproportionately affects the lower socio-economic groups, disabled, elderly, large families, and those who are financially challenged. - Disagree that this is not a revenue gaining scheme, while permits may pay for enforcement, the money from tickets for infringing the rules would definitely provide extra revenue for the council - this statement you made is therefore also inaccurate. If the scheme is to be implemented (although I disagree as noted above), I provide the following comments: - I disagree with the restriction period from 8am-8pm. This should be earlier, say 6 or 7pm. I can't see why many visitors to the area would need to be here past 6 or 7pm (there is no late shifts at hospital in this area or lots of shops). - The time period for the weekend should be longer (e.g. 3-4 hrs) to allow for visits from friends etc (that don't require a whole day, but can require longer than 2 hours! e.g. birthday parties, afternoon BBQ's). - I disagree with the proposed cap for resident permits. 15% for P120 parks is too many for Berhampore. That is, for 100 parks down say Chilka street and Duppa Street, 15 would not be able to be available for permits. Berhampore does not require as many P120 spaces in many streets as say Newtown does. - Disagree with the prioritisation for electric vehicles at this time. Again this is only benefiting the higher socio-economic groups who can no doubt afford electric vehicles and electric bikes etc. Suggest this should be removed and re-visited in a few years time when they are more common/affordable. I'm also unclear how people will be able to charge their electric vehicles if they can't park directly outside of their homes? - I disagree that Chilka street and side-streets off this and Duppa Street require parking permits (along with others listed above) given the many, many number of spare spaces currently available. However, if this stays as proposed, then I request Stanley Street is also a permit area. The fact that the surrounding streets are proposed to be permit parking (Britomart, Chilka, Duppa) would put a lot of pressure on Stanley Street which is right in the middle of all 3 and would be free parking. Many would likely choose to park on Stanley rather than pay for a permit. This will mean those on Stanley will either have to

pay for a permit to park on a different street such as Chilka Street (if this is even permitted?) or blocks away (if those free streets are not also full). Again I don't think WCC has actually visited the streets to actually see the potential impacts. - Alternatively to above, I request that those on Stanley be permitted to apply for a permit on surrounding streets (e.g. Chilka) despite living on a no-permit street so that we can at least park reasonably close to our house when we can't actually park on our street. - I disagree with the proposal for visitor passes to be logged the day before. Surely with technology, the pass can be logged the day of use. The day before provides no flexibility for change of plans or spontaneity. - If remains as day before (which I disagree with), there needs to be ability to cancel its use and not lose the pass (i.e. can be used again) if there is an unforeseen change in plans and the pass is not required.

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Strongly oppose</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Strongly oppose</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	
<p>See earlier comments re disagree with the need for permit parking on many streets in Berhampore (e.g. Chilka, Duppa, Lavaud, etc - see above) given the many, many number of spare spaces available on this street (despite many spaces on Adelaide being removed for current footpath works). However, as earlier comments, if this stays as proposed, then I request Stanley Street is also a permit area. The fact that the surrounding streets are proposed to be permit parking (Britomart, Chilka, Duppa) would put a lot of pressure on Stanley Street which is right in the middle of all 3 and would be free parking. Many would likely choose to park on Stanley rather than pay for a permit. This will mean those on Stanley will either have to pay for a permit to park on a different street such as Chilka Street (if this is even permitted?) or blocks away (if those free streets are not also full). Again I don't think WCC has actually visited the streets to actually see the potential impacts. - Alternatively to above, I request that those on Stanley be permitted to apply for a permit on surrounding streets (e.g. Chilka) despite living on a no-permit street so that we can at least park reasonably close to our house when we can't actually park on our street.</p>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**

114410147992

<b>NAME:</b> Katherine Nordmeyer	<b>SUBURB:</b> Berhampore	<b>ON BEHALF OF:</b> An individual	<b>ORAL SUBMISSION</b> Yes
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Which proposal/s would you like to have your say on? **Both**

**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

**Very important**

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Strongly support**

**Do you have any comments to make about the overall proposed changes?**

I strongly support this proposal to promote safer and more diverse options for Wellingtonians to get around our city. Change can be scary, particularly when you feel like you're losing something, but we need to adapt to climate change and population growth.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

I support these changes and the general kaupapa of providing for a more diverse range of transport options. Keep up the good work!

**Do you support proposed changes to Luxford Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

I support this, in particular the removal of the right hand turn onto Rintoul St. This is often quite confusing and dangerous and adds to congestion in this area. I also suggest you look into the phasing of the Berhampore traffic lights. On our community facebook page there are very frequent accounts of near-misses due to the phasing of the pedestrian crossing and the right-hand turning green light for cars.

**Do you support the proposed speed changes on Luxford Street?**

**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

I strongly support these changes. At Wakefield Park, I consider the yellow lines either side of the pedestrian crossing are not long enough. There is often very poor visibility of pedestrians (often children) at this crossing because cars are parked so close. I think it would be safer if there was a larger gap so you could see pedestrians earlier.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Strongly support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Bicycle**

**The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).**

**Strongly agree**

**The proposed changes will make it safer and easier for younger or less experienced people on bikes.**

**Strongly agree**

**The proposed changes will make it safer and easier for people walking.**

**Strongly agree**

**The proposed changes to the streets will help make the bus service faster and more reliable in the area.**

**Strongly agree**

## **Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

**Strongly support**

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

I support this proposal, even though it will change parking for my household in a major way. I support a change to reduce the number of vehicles and prioritise a more diverse range of transport options. Parking has become very difficult in Berhampore, primarily when Wakefield Park is busy with sports games on weekends. I consider our sporting communities could be more

efficient with transport and off-street parking e.g. through carpooling or using team transport instead of 1-2 people to each car. Otherwise, parking in Berhampore is very manageable - but I recognise with a growing population that pressure will only increase.

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**Yes**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

**On the street (unrestricted)**

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

**I live in the area**

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

**Berhampore zone**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

**Very likely**

**Why did you select that answer?**

Because we live and park on Adelaide Road and there are limited options to park near our house. Under the proposal, all the parks near our house would be in the P120 zone.

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

**Very likely**

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

**One**

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

**Much harder**

**Do you support the scheme's proposed parking restrictions?**

Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.	<b>Strongly support</b>
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Only people who live in the area being able to apply and pay for an annual exemption permit.	<b>Strongly support</b>
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The P120 (resident permit exempt) restrictions applying between 8am and 8pm.	<b>Strongly support</b>
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The P120 (resident permit exempt) restrictions applying between Monday to Sunday.	<b>Strongly support</b>
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A maximum of two resident permits per dwelling.	<b>Strongly support</b>
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<b>Putting a cap on the total number of resident permits that can be issued for the parking zone.</b>	<b>Support</b>
<b>The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.</b>	<b>Oppose</b>
<b>Allowing all households in the area to get a number of free day passes for visitors.</b>	<b>Strongly support</b>
<b>If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.</b>	
I generally support the introduction of restrictions and residents' permits, but I am nervous about the prioritisation and cap proposals because it is uncertain and may leave some people unserved. I think it is preferable to provide sufficient permits for the number of households, but capping the number of vehicles per household - rather than prioritising different household groups. In my view, capping permits at 2 vehicles per house strikes a good balance in terms of providing for residents, but incentivising a move away from individual vehicles.	

<b>The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.</b>	<b>Support</b>
<b>The boundaries of the scheme and zones as shown on the map.</b>	<b>Support</b>
<b>If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.</b>	

Berhampore to Newtown pedestrian, bike and bus route, and Berhampore and Newtown parking scheme proposals – October 2023

**Feedback**

114431442351

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Brock Abernethy	Berhampore	An individual	Yes

Which proposal/s would you like to have your say on?	<b>Berhampore to Newtown bus, bike and walking improvements</b>
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**Berhampore to Newtown route**

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
<b>Very important</b>

**Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown? These include traffic resolution TR 127-23**

**Strongly support**

**Do you have any comments to make about the overall proposed changes?**

Huge improvements here will be much appreciated – but mixing cars and bikes at 50kph doesn't 'complete the safe connection'. The long downhill 50+kph shared stretch alongside Wakefield Park, hard up against car doors, makes this unusable by our child and their friends to get to games at the park, the playground, the pool, or in a few years up to SWIS by themselves. A network is only as good as its most dangerous stretch, and without either protected lanes or 30kph limits and speed humps to slow traffic in mixed areas, the whole route through to the city and beyond remains out of reach.

**Do you support the proposed changes on Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

Really like how the raised crossing slows cars before bikes have to merge into traffic. Really like how bike lanes on this stretch are almost entirely protected. Removing a few car parks outside 80-100 Rintoul on the corner would give enough width to allow the bike lane to remain protected – which is very important here, to stop cars from cutting the corner, or from entering the bike lane to avoid downhill traffic. I don't like the idea of a car cutting into the lane to rear-end me on a bike, or pulling into me if they haven't seen me as they pass the bus stop. Don't like having to share the road with 50kph traffic, but traffic volumes on Rintoul are low and the narrow lanes slow downhill traffic well enough. The main concern is Rintoul south of Te Wharepouri, where



cars coming down there travel fast and try to pass you just past the intersection, or approaching Luxford at the blind corner. The 30kph zone starting halfway along there is helpful, but really needs to start at that intersection (at the latest) with a speed bump outside 177 Rintoul. Would ideally move bus stop 1722 south of the intersection, opposite 6123, so those on Rintoul south of Luxford won't have as far to walk, given 7123 is removed.

**Do you support proposed changes to Luxford Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

Love the protected bike lanes the whole length, and the parking alternating sides to slow traffic. The speed bump before the pedestrian crossing at the slip lane is huge, and will also make merging on a bike there safer. Love the removal of right turn off Luxon into Rintoul, and the raised pedestrian crossing there – it will help slow cars that currently race down Rintoul and continue straight through there.

**Do you support the proposed speed changes on Luxford Street?**

**Strongly support**

**Do you support the proposed changes on Adelaide Road and The Parade, between Luxford Street and Dee Street?**

**Strongly support**

**Do you have any comments to make about the proposed design for this section?**

Love the raised crossings at Herald and Chilka, slowing cars here will make sharing the road less scary on a bike. However a speed bump is still needed at the north end of the shops on Adelaide, somewhere around the Luxford intersection, to slow cars coming down the hill or headed north trying to beat the lights. Without this, the shopping area will continue to have cars racing through at well over 30kph. Will the buses at the new Berhampore stop be able to easily get across traffic to the right turn lane into Luxford, or will they get blocked in by passing traffic? The 30kph zone should continue further south, at least to the pedestrian crossing at Chilka, as there is no bike lane on this stretch. Any areas mixing cars and bikes need to limit cars to no faster than 30kph. The biggest issue for this entire connection is the lack of a protected downhill bike lane past Wakefield Park, forcing bikes to share a high speed 50+kph area hard up against a row of car doors. It makes the entire route, from our home in Island Bay through to the city and beyond, not something our child can ride, and I'm sure countless others too. We really hoped this route would allow them to ride to SWIS in a few years time, but that won't be an option for them or their friends. I appreciate raising the pedestrian crossing here, but it's too far down the hill to make a difference to car speeds, which can be well over 50kph. The merge point at the top of the hill headed south is too exposed to fast moving cars too. Please, please remove these carparks. If you can't remove all of them, at least remove enough to allow the bike lane to continue down the hill to a safer merge point after a raised pedestrian crossing, and make sure the speed limit is 30kph and cars are slowed to that speed. The new island at the start of the old bus turn around will push bikes into traffic when there are no cars are parked there. It would be better to allow bikes to continue out of the way of traffic to the start of the bike lane, past the bus turn around. The layout approaching the roundabout from the north is very disconcerting, seemingly to try retain 2 unnecessary car parks when there are plenty just around the corner. Bikes are forced to merge in advance of the speed bump, instead of after. The 2 car parks block visibility of people crossing both Adelaide, and the east side of Dee. The massive staggered crossing is a weird use of space and distanced from the natural crossing point at the corner. Love the speed bumps at the roundabout. Cars continue through there now at dangerous speeds.

**Do you support the proposal for additional off-street car parking for Wakefield Park users?**

**Support**

**If you drive to and park at Wakefield Park, how long do you normally stay?**

**I don't park there**

**What is your main relationship to the Berhampore to Newtown bus and bike route?**

**I live in the area**

**How do you normally travel along the Berhampore Newtown route most of the time?**

**Bicycle**

**The proposed changes will encourage more people to get around using low carbon transport modes (walking, scooting, cycling and public transport).**

**Strongly agree**

**The proposed changes will make it safer and easier for younger or less experienced people on bikes.**

**Strongly agree**

**The proposed changes will make it safer and easier for people walking.**

**Strongly agree**

**The proposed changes to the streets will help make the bus service faster and more reliable in the area.**

**Strongly agree**

## **Berhampore and Newtown parking scheme**

**Overall, do you support the proposed Berhampore and Newtown parking scheme?**

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

**Do you own or use a car/van/ute, and park it, in the Berhampore and Newtown parking scheme area?**

**If you park in the parking scheme area, what parking do you have access to and/or use most of the time?**

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

**If you live or own/manage a business in the area, which zone of Newtown or Berhampore is it in?**

**If you live or own/manage a business in the area, how likely is it that you would apply for a resident's exemption permit if the scheme is introduced?**

**Why did you select that answer?**

**If you live in the area, how likely is it that you would apply for one or more visitor day passes if the scheme is introduced?**

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

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

**Do you support the scheme's proposed parking restrictions?**

**Adding P120 time limit spaces that everyone can use. Residents with a permit would be able to stay as long as needed.**

**Only people who live in the area being able to apply and pay for an annual exemption permit.**

**The P120 (resident permit exempt) restrictions applying between 8am and 8pm.**

**The P120 (resident permit exempt) restrictions applying between Monday to Sunday.**

**A maximum of two resident permits per dwelling.**

**Putting a cap on the total number of resident permits that can be issued for the parking zone.**

**The proposed prioritisation of some resident groups over others who would be eligible for a resident permit.**

**Allowing all households in the area to get a number of free day passes for visitors.**

**If you have any comments to make about the restrictions and eligibility of the resident exemption permits, please share them here.**

**The mix of P120 (resident permit exempt) parking spaces and unrestricted parking spaces.**

**The boundaries of the scheme and zones as shown on the map.**

**If you have any comments about the locations of the P120 (resident permit exempt) parking or the scheme and zone boundaries, please provide them here.**

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