

## Increase in Coupon Parking and Permits

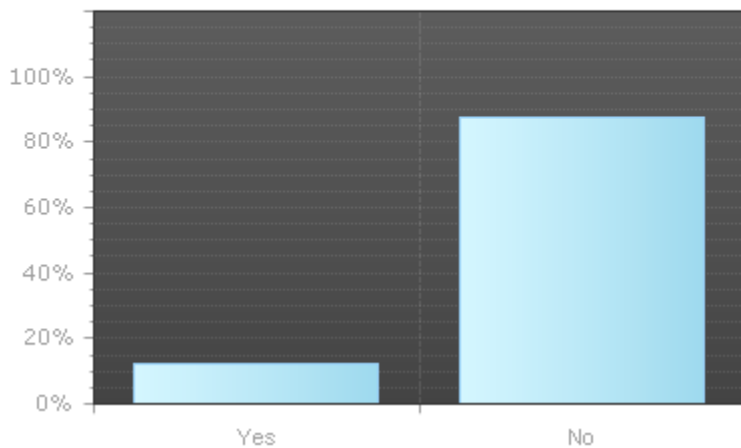
Category Name: 1-Increase Coupon Parking and Permits

**Question:**  
Do you agree with this proposal?

Total number of responses:42

Decision Sought	Number of submitters who selected this option	%
Yes	5	12.20%
No	36	87.80%

### 1-Increase in Coupon Parking and Permits Fees



### Submitters for this question

**No**

**2 - Durden Spring:** You have not described the justification just a bald statement 'The policy sets targets for each Council activity, determining what proportion should be funded from the various sources of income, such as user charges, general rates and target rates. In line with that policy, we propose changes to the parking coupon and permit fees. ' Explain how you came from the policy to your proposal before asking us to submit.

**No**

**4 - Chris Gregory:** I disagree with the proposed increases in parking charges. These are a regressive form of taxation that disadvantage lower income earners the most. Thank you for the opportunity to comment.  
Regards

**No**

**6 - Adrienne O'Sullivan:** As the increases are so far above inflation or the CPI it looks like another council revenue grab. It is possible that the increases are in line with inflation since the last increase, and if so the council should at least say so. Plus why costs have increased so much when the amount of admin involved must be seriously tiny.

**Yes**

**7 - Owen Watson:** One thing that the Council should consider is the increasing privatisation of parking spaces in Mt Victoria, as permission is given for developments that include off-street parking where there was none before. On narrow sections it effectively means the loss of a few communal parking spaces.

**No**

**8 - Mike Wallis:** Wellington Parking is already obscenely high. It damages the attraction of the city and the ability for me and my family to function and operate. Please provide some evidence the the current high reates are justified and that incomes are increasing enough to copy with these overly high prices. Totally opposed to any increases.

**No**

**10 - Hayley Swan:** Parking is already overpriced in Wellington and residents parking is already expensive and not guaranteed even if you have paid. We shouldn't even have to pay to park outside our own properties as is, let alone this becoming more expensive!

**No**

**11 - Jessica Braddock:** Absolutely not, living in this city is already getting too expensive. A lot of people have no choice but to drive with the changes to the buses and other people rely on this parking if they live in the city. Parking buildings are already a cheaper option. This is a bad idea

**No**

**16 - Jessica Smith:** Parking is already one of the hardest costs for me to deal with as a person with low income living in Wellington. Getting rid of my car is not an option as I suffer from multiple chronic illnesses so my car enables me to get around and participate in life when walking or public transport is not an option. Every extra dollar that I have to spend on parking is a dollar that will come out of groceries, therapy, and other essential things, and I know there will be a lot of other people who are in the same boat. When considering this proposal, please take into account the effect it will have on the people for whom it is not just an inconvenience, but a barrier to being able to live in Wellington and actively participate in the community.

**No**

**18 - Zoe Clausen:** I find it ridiculous your charging more considering your charging people for a park that isn't available. And charging for parking on a road where there isn't safely enough room for a vehicle to park for other vehicles to get past it with oncoming traffic.

**No**

**20 - Tamara Wilson:** We aren't even guaranteed a park with residence parking - why up the price? Seems extremely unfair to pay more for a contingent space.

**No**

**21 - Nicholas Grimmett:** I am an inner city resident with no off-street parking available to me. I am opposed to this change as this adds even more cost to people's already tight budgets that are constrained not only by the rent costs of living in Wellington, but also by the already exorbitant charges from the Wellington City Council and other private car parking companies that will also increase their costs in line with the proposed increase. The Wellington City Council already restricts parking within the area of the coupon zone around Taranaki Street by allowing permits and closures, forcing people to park elsewhere away from their properties. This morning, Wigan Street has three closed parking areas and a skip bin taking up a fourth, restricting parking - which takes away 1/3 of the available parks. There is already limited parking about here, the Wellington City Council doesn't open up residential parking in the inner city, and does not provide adequate spaces as it is - but will now increase the costs for inner city residents that don't have the opportunity to park elsewhere.

**Yes**

**22 - Isham Redford:** As a Mount Victoria resident I feel that the resident parking permit charges are reasonable.

**No**

**26 - Amy Rogan:** Parking in the city is already affordable, buses are unaffordable, there is no bus stop that goes into the city on the weekend as it is from where i live, cycling is dangerous (everytime I bike ride I have a near miss). Prices are going up, wages are staying the same. No from me.

**No**

**27 - Luke Chu:** The proposal hasn't provided much evidence on how much traffic is going to be reduced. Basic economics suggest the effect is likely to be small as the demand for parking is likely very inelastic. In order to reduce traffic, redesign some of the roundabouts in the cities is probably more effective.

**No**  
**29 - Eve Mackenzie:** People already have trouble finding parks after paying so much money for resident/coupon parking already. There's no guarantee that you'll get a park as it is.

**No**  
**30 - Allie Curtin:** What benefit does it bring to the city?

**No**  
**35 - Michelle Hosking:** Workers have to include parking into their weekly budgets. It's not like everyone gets parking as part of their employment contracts. Parking fees go up, petrol and food goes up. Wages don't and haven't for quite some time. Great way to make the working poor even poorer but we will just have to suck that cost up if we want to provide for our families.

**Yes**  
**37 - James Clarke:** I support this proposal. I would prefer to see resident permits cost significantly more, or resident parking zones more limited.

**No**  
**39 - Stacey Parbhu:** I utilise these permits daily for work.

I am not incentivised by my employer for taking public transport. Using a bus would take 2 hours of commuting each day, whereas driving takes 30 minutes. I don't live on a direct route to work--I'd require a transfer.

On the way home, I support businesses that I would not if I were to bus. I have a gym membership, I pop into CBD retailers, and I get my groceries. I get 1.5 hours more per day with my family.

Raising the prices will not stop me driving, as driving benefits far outweigh the coupon costs. However, it should be considered that for someone wanting to make a life in Wellington, an increase of \$1/ day is also less money to spend in the area!

Perhaps instead you could invest into a paperless system. By choosing paper over electronic transactions, I save myself the 'top up fee' and the additional 'daily charge' fee on top of the coupon cost. You should be supporting paperless transactions rather than discouraging them. 20 coupons per month is 20 more pieces of paper going to landfill (or littering the streets). If you are going to charge more I'd expect to see some changes in this area to justify the increase in fees.

**No**  
**40 - Maria Williams:** Parking is already very expensive and to be quite honest having to pay to park outside your house is already too expensive. With that in mind, I think Newtown needs resident parking, because there are car-selling companies who leave their cars around, e.g. on Constable St and a car rental co who leave their cars around Coromandel. But here is the thing: most people in Newtown aren't rich. So please keep that in mind. For struggling families, that is a lot to try and pull together on top of everything else.

**No**  
**41 - Steven Cooper:** Clearly the council is completely anti-car and therefore completely anti its people's opinions and rights of freedom.

**No**  
**42 - Rachel Brown:** If the rates for the parking scheme are increase are proposed I have provisos that I consider the council needs to attend to.

They are as follows

1. The current parking coupon scheme of WCC is very narrow and has made few changes except on cost in the time it has been in place.

## 2. Need a further parking coupon type

The five parking coupon types are not flexible. For example having a visitor for a cup of coffee in my area Monday to Friday during working hours is so difficult. How come there is not a visitor coupon?

In my geographical place visitors either need to park up by Seddon Memorial, or down Bolton Street in the metered parking. It is very hard places to walk to Easdale Street if you are elderly, or disabled which my visitors can be. How come there is not a parking permit that is paid for by the owner for say two hours duration. This type of permit is available in Richmond Surrey. This would bring in more money to WCC and lead to better social cohesion.

## 3. Temporary permit to park

I have had a period of ill health. One friend discovered that there WCC has a permit that can be used for visitors in this situation. How come this is not well promoted?

## 4. Getting a parking permit

Getting a residents' permit is an identification nightmare. How come the council does not the electoral rolls as a check to see if people live where they say they do? I can see for tenants it is necessary to be vigilant. But for owners of houses it seems excessive.

## 5. Fraudulent use

Once a permit is got misuse is not well-monitored. Fraudulent use of parking does not result in the permit being cancelled! Fraudulent use of a parking coupon should deem the permit invalid ie it is rescinded.

For example there is one car that parks 80% or more of each working week in Easdale Street or Bolton Street and has done for more than eight years. Yet the car actually "lives" in Salamanca Road.

How come on the form that has to be completed the street address of the workplace of the person is not required? The owner of this particular car works in one of the buildings on The Terrace but chooses to drive the short distance between home and work, and then walks the short distance down to work. Is this the purpose of the residents' parking?

Another example is if one looks at the cars parked in the residents' area in Clifton Terrace funny how there are not so many cars during the evening or weekend but lots during the working week. Are there people using this as a parking place whilst working? Another fraudulent use. This is not the only area but also the residents' parking area in Hill Street seems to have the same situation. The same applies in Hill Street – full during the working week in the residents' area but empty at the weekend.

## 6. Use and requirements of trade parking coupon

Once when I bought a batch of trades parking coupons I was asked if it was vehicles that had signwriting on it. This is an interesting requirement. My cleaner does not have his car signwrited on, neither does my painter. Both of these people have enough work and don't need to use their vehicle as a mobile advertising board. So the requirement is restrictive. There is a possibility the staff member who asked the question was overstepping the mark?

When the Sofitel was being built the tradies on that site parked in Easdale Street every day, it made parking very difficult. How come on the trade parking coupon there is not a space to write the address of the property being 'fixed'/worked on". This would confirm that the trade is legitimately in the street/area but also inform people who wanted the car moved for example where to go to get the owner of the vehicle. The purpose of tradies being able to park in residents parking area is as their van is there mobile shed.

7. **Undoing residents' parking**

Also, to “undo” parking restrictions requires one to get some form of neighbourhood consent. Actually, part of Easdale Street could easily have P120 parking on it which would be very useful for the visitor situation as mentioned above as well as the fact that many of the houses in Easdale Street have garages so don't require off street parking. Easdale Street neighbours may not concur. Surely WCC employs people with sense who can see that there is plenty of residents' parking in the street and that P120 parking is appropriate, as opposed to residents with incredible self-interest.

The council needs a formula to work out how much residents' parking is required in an area based around number of houses and number of houses with off street parking. As Easdale Street has quite a lot of garages the amount of on street parking is not as much as required in some streets. And then there could be some P120 parking in the street which would at least allow people to have friends to visit during the working week.

8. **Is the parking coupon system still fit for purpose?**

The lack of changes in WCC's parking coupon system over the years reflects badly on WCC as it shows that the arrangement is not being evaluated.

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