

ORDINARY MEETING

OF

STRATEGY AND POLICY COMMITTEE

AGENDA

Time: 9:30am
Date: Thursday, 20 August 2020
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

MEMBERSHIP

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

NON-VOTING MEMBERS

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing 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.

AREA OF FOCUS

The role of the Strategy and Policy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas covered in the Long-Term Plan (Governance, Environment, Economic Development, Cultural Wellbeing, Social and Recreation, Urban Development and Transport) with particular focus on the priority areas of Council.

The Strategy and Policy Committee works closely with the Annual Plan/Long-Term Plan Committee to achieve its objective.

To read the full delegations of this Committee, please visit wellington.govt.nz/meetings.

Quorum: 8 members

TABLE OF CONTENTS
20 AUGUST 2020

Business	Page No.
1. Meeting Conduct	5
1.1 Karakia	5
1.2 Apologies	5
1.3 Conflict of Interest Declarations	5
1.4 Confirmation of Minutes	5
1.5 Items not on the Agenda	5
1.6 Public Participation	6
2. General Business	7
2.1 Parking Policy - Post Consultation Presented by: Councillor Condie	7
2.2 Dangerous and Insanitary Buildings Policy Report Back Presented by: Councillor Pannett	235
2.3 Three Waters Reform: Memorandum of Understanding Presented by: Councillor Rush	255

1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

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

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, 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 13 August 2020 will be put to the Strategy and Policy 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 Strategy and Policy Committee.

The Chairperson shall state to the meeting:

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 meeting.

The item may be allowed onto the agenda by resolution of the Strategy and Policy Committee.

Minor Matters relating to the General Business of the Strategy and Policy Committee.

The Chairperson shall state to the meeting 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 meeting of the Strategy and Policy Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

PARKING POLICY - POST CONSULTATION

Purpose

1. This report asks the Strategy and Policy Committee to recommend to Council to adopt the new consolidated Wellington City Council Parking Policy. It also asks the Strategy and Policy Committee to recommend to Council to revoke the Parking Policy 2007, the Mobility Parking Policy 2005 and the Car Share Policy 2016. These will be replaced with new operational guidelines.

Summary

2. The revised parking policy provides a framework to guide future decision-making on the management of all Council-controlled parking spaces. This includes off-street parking and on-street parking, both free-of-charge (unrestricted) and those which incur a user-charge. The off-street parking includes parking areas at any of the Council's parks, sports, recreation and other community facilities; and any off-street parking buildings that the Council controls. The new parking policy is intended to influence and guide the management of the parking facilities managed by Council Controlled Organisations such as the Wellington Zoo and Zealandia.
3. The new parking policy sets out objectives, high level principles, a parking space hierarchy (that prioritises the types of parking in different areas), area-based parking management guidance (that prioritises how we manage supply and demand). The policy also provides a new approach to setting parking fees and developing area-based parking management plans.
4. Consultation on the proposed parking policy ran from 16 March until 8 June 2020. The Council received 542 submissions and heard from 51 of submitters at oral hearings.
5. Submitters generally supported all of the proposals:
 - 70 percent or more of submitters (227 or more) ranked each of the proposed objectives as very important or somewhat important.
 - 60 percent or more of submitters (268 or more) ranked each of the proposed principles as very helpful or somewhat helpful.
 - More than half of the responses either strongly agrees or agrees with each of the proposed hierarchies.
 - 67 percent of respondents indicated they agreed with demand responsive pricing.
 - Support for retaining the current mobility parking concessions.
 - Six of the proposed new residents parking scheme design aspects were supported by 50 percent or more of submitters

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6. Submitters made the following recommendations:
 - clarify the objectives and principles
 - increase parking supply
 - bike/bicycle, and bus/coach parking and layovers to be a higher priority and electric vehicles a lower priority in the street space hierarchies
 - more motorbike and mobility parking
 - apply a flat rate hourly charge for mobility parking spaces
 - change residents' parking to a coupon exemption scheme and charge more
 7. Submitters also raised many comments considered out of scope of the parking policy, these included:
 - District Plan-related
 - Public transport
 - Enforcement and other operational issues
 - Commercial/Private parking
 - Parking levy/congestion charge
 8. As a result of the feedback received, the following changes have been made to the policy:
 - Updates to the introduction section on the National Policy Statement for Urban Development and the Treaty of Waitangi
 - Revised wording for the objectives and principles
 - Parking space hierarchy changes
 - Minor amendment to the parking management hierarchies
 - Removing the option of a discount for residents permits for owners of electric vehicles
 - Changing the permit allocation priority order
 - Prioritise second permits (8th priority) for multi-occupied dwellings
 - Apply a flat hourly rate to mobility parking spaces (where a fee is used).
 9. It is therefore proposed that SPC recommend that the Council adopt the new Wellington City Council Parking Policy and revoke the Parking Policy 2007, and revoke the Mobility Parking Policy 2005 and the Car Share Policy 2016 once new guidelines are published.

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Recommend to Council to adopt the proposed Parking Policy as per Attachment 3.
3. Agree to all proposed changes that have arisen following consultation including:
 - a. updates to the introduction section on the National Policy Statement for Urban Development and the Treaty of Waitangi
 - b. revised wording for the objectives and principles
 - c. parking space hierarchy changes
 - d. minor amendment to the parking management hierarchies
 - e. removing the option of a discount for residents permits for owners of electric vehicles
 - f. changing the permit allocation priority order
 - g. prioritising second permits (8th priority) for multi-occupied dwellings
 - h. applying a flat hourly rate to mobility parking spaces (where a fee is used)
4. Recommend to Council to revoke the following three existing policies, once the new consolidated Parking Policy 2020 is adopted and new guidelines are published: the Parking Policy 2007; the Mobility Parking Policy 2005 and the Car Share Policy 2016.
5. Request officers to develop and publish new guidance documents for mobility parking spaces, car share schemes and new residents' parking schemes.
6. Note any change to how parking is managed could have an impact on the annual parking revenue, and that capital expenditure will be required to implement some aspects of the new policy.
7. Note that a new parking policy, once adopted, will be implemented gradually over time subject to a review of the Traffic Bylaw and future funding decisions.
8. Note that parking management is part of a complex transport and travel system, therefore decisions need to be made holistically to take into account the many factors affecting travel and transport systems such as parking behaviour, public transport options and reliability and transport infrastructure etc.
9. Note the inter-relationship between the Parking Policy and decisions being made under other key projects such as the Let's Get Wellington Moving programme, Newtown Connections, the development of a Spatial Plan and District Plan review and a Place and Movement Framework.
10. Agree to delegate to the Chief Executive and the Associate Transport Portfolio Leader the authority to amend the proposed Parking Policy to include any amendments agreed by the Committee at this meeting, and any associated minor consequential edits, prior to the policy being presented to Council.

Background

Parking

10. Cities are complex and Wellington is in the process of moving from a transport system that is car dependent to one where active and public transport will play a bigger role. Parking decisions will often require trade-offs between the competing demands.
11. There is an inherent tension in using valuable public street space to accommodate privately owned vehicles. However, given the competing demands on limited public street space, not just for parking, overall public good must be weighed against the private benefits to individuals. Additionally, consideration needs to be given to the benefits today's population gains versus the population of the future.
12. The Council will need to broker these competing demands by making parking management decisions part of the holistic transport and travel system. The aim being to achieve the best possible mix of active and public transport, off-street and on-street parking, footpath and vehicle usage while ensuring the city is still accessible to those that do not have travel choices.
13. Wellington City Council adopted its first Parking Policy in 2007 to guide the prioritisation of shared public road space in a fair and balanced way for the benefit of the city. Everyone is affected by this policy, from residents and visitors who use our car parks, to public transport users and pedestrians who navigate around private vehicle traffic and the placement of car parks.
14. Out of the 29,000 parking spaces in Wellington central area (CBD), we manage about 4,200 spaces (or 14 percent of total available parking spaces in central Wellington). The majority of these spaces are on-street, with only about 900 being off-street.
15. The way in which we manage parking spaces can positively contribute towards our strategic outcomes for economic and urban development, transport, the environment, and social, recreational and cultural wellbeing.
16. Over the next 30 years it is projected that Wellington will become home to an additional 50,000 to 80,000 residents. Together with regional growth, this will have an impact on travel within and in to the city. To accommodate this growth, we need a more efficient transport system that makes better use of our limited road space. Through the Let's Get Wellington Moving (LGWM) programme, moving more people using fewer vehicles; more public transport use, walking and cycling, and fewer people driving and parking in busy areas. It also means more effectively managing the scarce public road space that is currently used for parking.
17. We need to keep our broader city objectives and the transport hierarchy front and centre in any changes that we propose. To balance the competing demands for public road space, we will have to make difficult trade-offs, and this may require the removal or repurposing of some parking spaces.

Consultation process

18. The following three policies have been reviewed: the Parking Policy 2007, Mobility Parking Policy 2005 and Car Share Policy 2016. On 13 February 2020, Strategy and Policy Committee agreed that officers should engage and consult with key stakeholders and the public on the proposed consolidated Parking Policy, which if approved, will replace the three existing Council parking policies.
19. The consultation continued from the early engagement phase which commenced in 2019 and ran for seven weeks from 16 March to 8 June 2020. More information is available on the engagement and consultation process in the Supplementary Information section of this paper and the *Smarter ways to manage city parking: Report summarising public engagement on the Wellington City Council Parking Policy review (Attachment 1)*.

Summary of consultation feedback

20. Overall, submissions were positive and generally supportive of the proposed policy. The three themes that were raised most frequently across all submission question responses were: public transport, cost and affordability and active transport. The feedback was varied and covered a broad range of parking issues. Nearly all submitters raised issues considered out-of-scope of the parking policy, but related to the transport system, such as the management of commercial parking buildings; enforcement and other operational issues; the District Plan/urban development; parking levy or congestion charges and widespread views on active and public transport.
21. This consultation feedback is publicly available on our engagement website <https://www.letstalk.wellington.govt.nz/managecityparking> and summarised in the document *Smarter Ways to Manage City Parking: Report summarising public submissions on the Parking Policy Review (Attachment 4)*. A copy of each full submission is provided via the following web link: <https://wellington.govt.nz/~media/your-council/meetings/committees/strategy-and-policy-committee/2020/20-aug/copy-of-all-parking-submissions-report-final.pdf>.
22. Based on the pre-consultation feedback, consultation submissions and research we have produced a revised parking policy. Review **Attachment 2** for the specific wording amendments to the policy and **Attachment 3** for the final policy.

Discussion

Changes to the parking policy

Objectives

23. Overall, submitters supported the proposed objectives for the parking policy with 70 percent or more of submitters ranking each objective as very important or somewhat important. The objectives explain what we want to achieve. They align well with the national Global Policy Statement for Transport, the Wellington Regional Land Transport Plan, the goals for the city and the strategic direction set in Te Atakura – First to Zero and Planning for Growth (and the spatial plan currently under development). The

objectives will also support the delivery of the Let's Get Wellington Moving programme.

24. Overall, support from the submitters for the objectives was high, therefore, these will not be changed substantially and no new objectives have been added. However, given a number of submitters found the objectives vague or confusing (13 percent of the responses), they have been edited and measures added to make the intended outcomes clearer without changing the intent of the original objective. This includes reference to lowering carbon emissions.

Principles

25. Overall, submitters supported the proposed principles for the parking policy with 60 percent or more of submitters ranking each principle as very helpful or somewhat helpful.
26. The following organisations were generally supportive of the principles and many gave suggestions to improve the wording or recommended additional principles: CCS Disability Action, Enterprising People, Waka Kotahi New Zealand Transport Agency, Mount Victoria Residents' Association, The Chamber of Commerce and the Environmental Reference Group.
27. The principles set out how we will apply and manage the policy in order to achieve the objectives. Many submitters provided detailed feedback recommending changes to specific principles to improve understanding and provide clarity. Where these recommendations did not alter the intent of the principle, the Parking Policy has been amended.
28. Although a few submitters requested a new principle to increase parking supply, this has not been added. Constructing new parking buildings, particularly in the central city, will not achieve the Council's goals for the city such as becoming a zero carbon capital, accommodating population growth, and moving more people with fewer vehicles. The Council is working with our partners to improve public and active transport infrastructure for the city to provide more travel choices for people.
29. The parking management hierarchies for each area also have the consideration of shared use agreements with private parking providers and other ways to increase parking space supply. Therefore, after implementing management approaches to decrease demand, there is an option in the Parking Policy to increase parking supply. A decision such as this, particularly if it requires land for a new car park, would need to be raised through the long-term plan process to seek the public's view on whether such an investment is a priority for the city.

Parking hierarchies

30. Overall, submitters supported the proposed parking hierarchies for each of the seven areas. More than half of the responses ranking the proposed hierarchies as strongly agree or agree.

Bus stops at Council parks, sports, recreational and community facilities:

31. Unfortunately, some submitters appeared confused by the low priority given to bus stops at Council parks, sports, recreation and community facilities parking and thought this meant that bus stops would not be considered on the street close by to a Council facility to improve access. This is not the case. This particular part of the hierarchy is specific to the off-street, not on-street, parking at a Council facility and therefore provision of a public bus stop off-street is not considered appropriate, hence given a lower priority.

Bike/bicycle parking:

32. Taking in to account the number of responses that requested bike/bicycle parking is made a higher priority (15 percent), we have moved this up the hierarchy for the city fringe/inner city suburbs. Many of the properties in the heritage/historic parts of the city fringe may not have adequate space for storing bicycles and micro-mobility devices. Given the proximity to the central city and higher proportion of students and young adult in these areas, bicycles and other micro-mobility are viable transport choices for residents in these areas. Bicycle and micro-mobility parking is high priority in all other areas, except outer residential.

Motorcycle/bike parking:

33. As with the quick poll on whether the Council should charge for motorbike/motorcycle parking, the proposed policy generated many responses from people wanting more motorbike parking, particularly in the central city. In the proposed hierarchy, motorcycle parking was high or medium priority everywhere except key transport routes, outer residential and city fringe areas.
34. We do not recommend the priority placement for motorcycles is increased. However, the hierarchy has been amended to make it clear that short-term and commuter parking includes cars and motorcycles. Rather than having motorcycle parking as a separate category. Therefore, where short-term parking is a high priority, this can be for four or two wheeled vehicles. A survey of the Council's on-street motorcycle bays in the central city showed that they were predominantly occupied by all-day commuters. The overall objective is to reduce all-day private vehicle commuting trips. Short-stay parking is a high priority in the central city to support the retail, entertainment and service sectors not commuter parking.
35. In residents' parking scheme areas motorbikes do not currently need a residents' permit and can park in the coupon parking areas free of charge.

Bus/coach parking/layover:

36. In response to the issues raised about bus/coach parking and layover, particularly in the central city, these categories have been moved up the hierarchy. However, it is noted that bus/coach parking, particularly for layovers, is not an efficient use of road space. The designated spaces are larger than what is required for a typical car and are not used for very long or as frequently. Some of the need is seasonal rather than year round.
37. Therefore, officers recommend that where safe and practical, shared-use of the bus stops and bus/coach parking spaces occurs between commercial and public

bus/coaches and alternative, private off-street space is secured for overnight parking of commercial buses/coaches. Under the current road rules, a commercial bus/coach can use a public bus stop or loading zone that is not restricted to goods vehicles only to pick up or set down passengers.

38. Given the importance of commercial bus/coach trips in and within Wellington for events and tourism, and its contribution to economic development, officers recommend WellingtonNZ lead the development of shared-use agreements for suitable off-street parking areas. WellingtonNZ could facilitate collaboration between the bus/coach sector, Greater Wellington Metlink, Centreport, the ferry companies and other commercial operators on the outskirts of the central city.

Pricing parking

39. Just over 80 percent of submitters answered this question. Of those, 67 percent indicated they agree with the proposed demand-based pricing approach.
40. Organisations that did not agree with the pricing approach included: VFRPS, Dsport, CCS Disability (for mobility parking spaces only), Nada Bakery, Aro Valley Properties Ltd, Sustainable Solutions Wellington, Hurricane Denim and Johnsonville Residents' Association.
41. A pricing approach such as this will not work without high levels of parking information supported by technology so that people are able to plan their journeys in advance and know how much they can expect to pay. The Council could not implement a new pricing system without investing in new parking infrastructure and technology. The Wellington Consolidated Bylaw 2008 Part 7: Traffic (Traffic bylaw) would need to be amended to implement and enforce a more demand-responsive pricing approach.
42. Concerns were also raised about the impacts a demand responsive pricing system may have on lower income households. A demand responsive pricing system does not price all parts of the commercial area at a high demand rate all of the time. To encourage optimal occupancy of all on-street parking spaces, some areas would be priced lower than others and some times of the day or days of the week the price would be lower. Therefore, people will have a choice between price and proximity to destination. As the Council only manages approximately 14 percent of all parking in the central city, there will also be alternative parking options with other providers.
43. Data from the 2018 census also shows that the levels of car ownership decreases as household income decreases, and corresponding levels of active and public transport use increases. It would be more in line with all of the objectives of the parking policy, and goals of the city, to incentivise and enable active and public transport use rather than further discounting parking charges for lower income households.
44. At the February meeting, Strategy and Policy Committee requested officers to seek views on whether the Council should consider charging for private hire operations using on-street space, noting demand for parking space often exceeds supply and that those spaces are not available for the other uses. This was asked via a 'quick poll' and 54 percent of respondents (124 votes) said yes, all commercial uses of street space should be charged.

45. The Land Transport Act 1998 gives road controlling authorities (the Council) the ability to prescribe charges to be paid in connection with the use of any parking space as long as it is specified in a bylaw. The Traffic bylaw allows the Council to prescribe parking fees through resolution. Officers recommend that as part of implementing the parking policy, all types of parking charges are reviewed to ensure they are being applied consistently and cover all types of parking use.

Mobility parking

46. The feedback raised by organisations with a particular remit or focus on the disabled community were mostly operational issues. For example, broaden the eligibility criteria for a mobility permit; ensure the design of mobility parking spaces meets best practice and improve the enforcement of these spaces. Some of these issues will be covered in the new mobility parking guidelines. Officers do not recommend seeking change to the eligibility criteria for a permit through this policy process as the criteria are consistent across the country. Any changes would be best considered at a national level to ensure consistency is maintained.
47. In terms of the policy proposal, applying demand responsive pricing to mobility parking spaces was not supported by CCS Disability, who recommended a consistent, flat hourly rate is retained. Officers agree as the use and occupancy pattern of a mobility parking space is not the same as a standard mobility parking space, therefore a true demand responsive pricing approach would not achieve the same outcomes. In addition, people with mobility disabilities are not able to choose to park further away at a cheaper rate as proximity to destination is the most important factor when choosing a parking space.
48. There were several requests for mobility parking spaces to be the highest priority in every part of the city. However, officers do not recommend mobility parking is prioritised on key transport routes. Key transport routes are high speed, high volume traffic situations, it will not be safe for people getting in and out of cars. For the residential areas, the proposed new residents' parking scheme recommends allocating residents' parking permits to mobility permit holders first. It also recommends only issuing up to 85 percent of available spaces as residents' parking. This will ensure that mobility permit holders are more likely to get an on-street parking space, if required, close to their homes or the homes they are visiting. The recently released National Policy Statement on Urban Development 2020 also has an exception allowing the provision of accessible car parks with new developments.

Residents' parking schemes

49. The support for the proposed design changes to residents' parking schemes was mixed. Although many agreed that the number of permits issued should be limited, prioritised for those with no off-street parking and additional permits more expensive. There was a fairly even mix of those submitters who felt residents should not have prioritised parking (or should pay market rate) and those that felt they should (and wanted more of it) and for reduced rates. This mixed response was similar amongst the seven residents' associations that submitted, with two generally unsupportive of the proposed

policy: the Johnsonville and the Strathmore Park Residents' Associations. Operational issues were raised by all of the residents' associations.

50. Officers looked in to a range of options for managing parking in the inner city areas that could address the problems identified in these areas as part of the parking policy, namely:
- demand for residents' parking exceeds the amount of space available
 - commuting within residents' parking areas (i.e. the parking is no longer to enable access to the resident's home)
 - lack of access for visitors/tradespeople to residents' properties
 - conflict between residents' and commuter/visitor parking
 - how to decouple population growth and the rates of car ownership
 - how to incentivise behaviour change to other modes of transport
51. The proposed scheme design is based on the resident-exemption model operating in Auckland and Christchurch, together with elements from other well-established residents' parking schemes in other cities. Although some of the proposed design attributes were not supported by at least 50 percent of submitters, Officers do not recommend making significant changes to them as they are considered essential to addressing the problems identified above.
52. Therefore minor amendments have been made to reflect the feedback received: Changes to the allocation priority for permits; issuing a second permit for multi-occupied dwellings (see table below) and removing the discount option for electric vehicle permits.

Priority category for allocation of residents parking permit
Mobility permit holders
Pre-1930s houses or pre-1940s apartments with no off-street parking
EV owners with no off-street parking
Other pre-2020 dwellings with no off-street parking
Businesses located within the zone
New dwellings/homes built 2020
All existing dwellings with 1 or more off-street space
Second permits Multi-occupied dwellings, and All other dwellings

53. A new-style scheme would only be put in place if it is a city fringe area with no current scheme that meets the trigger for increased parking management, or it is an existing residents' parking scheme area where the current approach is no longer working. If the

current residents' scheme is operating well and achieving a good balance of access for residents and visitors, then no action is required.

54. The Resource Management Act 1991 requires Council to have a District Plan in place which sets out how land use and development will be managed. The Council can set its District Plan to control the use of private land for car parking alongside decisions on how public land, including roads, is best used. This can influence the supply, design and use of off-street and private parking. Currently, the District Plan has no minimum car parking rules in some areas including the central city, business (mixed use and industrial) and centres zones. A developer or landowner can choose to provide car parking if desired.
55. On 23 July 2020, the Government gazetted the National Policy Statement on Urban Development 2020 (NPS-UD). It came into effect on 20 August 2020 replacing the National Policy Statement on Urban Development Capacity 2016. The NPS-UD states that a territorial authority, such as Wellington City Council, must change its district plan to remove any effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, other than in respect of accessible car parks. This includes objectives, policies, rules and assessment criteria. These changes must be made within 18 months of the NPS-UD coming into effect.
56. The new NPS-UD requirement may result in higher demand for on-street parking, if, occupants of new builds without any off-street parking have an expectation that they will be able to park on the street. Further pressure on on-street parking is more likely to occur in the city fringe areas that currently have an over-subscription of residents' permits/coupon exemptions to available spaces and the proportion of households with off-street parking is low. For example, Mount Cook, Mount Victoria and Te Aro. However, car ownership rates in these areas are lower and the provision of new bicycle/micro-mobility and car share spaces may manage the demand.
57. An alternative option would be to change the residents' permit allocation model so that occupants of new builds (post-August 2020) are ineligible for a residents' parking permit. This approach has been used in Auckland following the adoption of their Unitary Plan in 2013.
58. The NPS-UD could also see an increase over time of new builds without off-street parking in outer suburb areas with good access to public transport. The Parking Policy provides for the management of increased demand in these types of areas through time restrictions, other parking restrictions and, if necessary, a new charging regime, depending on the type of parking pressure being experienced. The street space hierarchy also has car share parking as a medium priority in the outer suburbs to support vehicle-free living. It is also expected that the public transport hubs and existing Greater Wellington Regional Council park and ride areas will also provide more bicycle and micro-mobility parking to support end-to-end journeys without the need to use a private vehicle. Officers do not recommend expanding residents' parking schemes in to the outer suburbs as these schemes perpetuate the perception that the home-owner 'owns' and has priority use over the public road space outside their property.

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59. The Planning for Growth programme and District Plan review provides a timely opportunity to implement this new requirement to support the parking policy. The legislative framework information has been updated in the parking policy.
 60. Officers explored the option of increasing the price of residents' parking permits and/or coupon exemptions. However, as has been raised previously (for example the 2019 Annual Plan discussions), the Council's position is that we cannot increase the charge for residents' parking to include opportunity cost/market rate/land use/environmental cost etc even if the scheme was re-designed as suggested by some submitters to a 'residents' coupon exemption' scheme.
 61. This is because of the restriction on charges related to 'reserved' parking for residents under the Land Transport Act (section 22AB). It restricts the road controlling authority (the Council) from setting fees more than the costs of administering the service (i.e. cost recovery).
 62. One option would be to advocate for an amendment to section 22AB of the Land Transport Act to remove the requirement for residents' parking to be cost recovery only. The Council could then consider increasing the cost of permits to reflect the true cost of parking in the city fringe.
 63. Another alternative to the scheme design proposed is to remove all forms of priority parking for residents and have unrestricted on-street parking that is open to all vehicles in the market. That is commuters, short-stay visitors and residents all have equal opportunity to access and pay to park in the inner city fringe areas (or any other part of the city). Parking, under this alternative, is allocated on a first in-first served type basis similar to how current central city metered parking operates. The parking could then be paid for through the current metering system or demand responsive pricing pay-by-plate as recommended for the central city.
 64. This option is not proposed at this time because it would not meet several of the Council's objectives for the city nor resolve the problems outlined above. At this time, parking behaviour and attitudes towards parking rights and residential access are not ready for the free-market type approach to parking in current residents' schemes areas (as supported in the research survey of parking behaviour). The alternatives to private car ownership and travel are not yet in place to support this behaviour change. The city needs networked, safe cycle paths; reliable, efficient bus transport; easily accessible car share, micro-mobility and e-bike modes – accessible in terms of both cost and proximity to place of residence.
 65. Grand-parenting (when no changes are made to those that currently hold a resident's parking permit) is not recommended because the turnover of properties in the city fringe is not significant (based on 2018 census data) and would tend to affect renters/young people more than owner-occupiers. A slow turnover of households would mean a very slow change in the parking occupancy and behaviours, thereby slowing down the shift to improved parking for all residents in the area.
 66. As noted in several of the submissions, the price of residents permits are already heavily discounted when compared to the typical open market cost of inner city parking. The 2018 census also shows that car ownership rates are at their lowest in the

city in the inner city fringe areas closest to the main amenities of the central city and lower considerably as household income decreases. For Wellington City, approximately 14 percent of households have an income of less than \$50,000 per annum. Approximately half of households that have an annual income of less than \$40,000 have one or two motor vehicles. As income increases, the percentage of households with one or more motor vehicle increases. For those households with an income of \$25,000 or less, more than half do not have a motor vehicle.

67. Providing a further discount to residents parking permits is therefore not recommended. As discussed previously, a more beneficial approach would be to discount and incentivise active and public forms of transport and seek to address the public transport scheduling, reliability and efficiency so this becomes a viable means to access the city for everyone. The implementation of Te Atakura would include looking to make car sharing and other sustainable modes more affordable where possible.

Implementation dependencies

68. It is proposed that a new parking policy, once adopted, is implemented gradually over time to allow for the complementary improvements and changes to the public transport service, low carbon transport infrastructure, travel demand management initiatives and the review of the District Plan to influence parking supply, parking demand and travel behaviour.
69. Implementing any new parking policy will also be subject to a review of the Traffic bylaw and Road Encroachment and Sale Policy, and future funding decisions. For example, meter hardware and technology upgrades are required to enable a shift to a demand-responsive pricing approach. Amendments to the Traffic bylaw will provide the necessary compliance and enforcement support.





Options

70. The preferred options is for Strategy and Policy Committee to recommend to Council to adopt the new Parking Policy as proposed, and recommend the Council to revoke the Parking Policy 2007, the Mobility Parking Policy 2005 and the Car Share Policy 2016.
71. The Strategy and Policy Committee could also recommend to Council to adopt the new Parking Policy with amendments
72. The Strategy and Policy could also choose the status quo and not adopt a new policy but retain the existing 2007 Parking Policy, and therefore not recommend revoking the Mobility Parking Policy 2005 and the Car Share Policy 2016.

Next Actions

73. The Chief Executive and the Associate Transport Portfolio Leader will amend the proposal (if any) to include any amendments agreed by the Committee and any associated minor consequential edits.
74. Once adopted, the Parking Policy 2020 will be disseminated via the Council's plans, policies and bylaws webpage. Stakeholders will be informed as per phase three of the engagement plan.

Attachments

Attachment 1.	Smarter Ways to Manage City Parking: Report summarising public engagement on the Wellington City Council Parking Policy review ↓ 	Page 24
Attachment 2.	Parking Policy 2020: with amendments ↓ 	Page 59
Attachment 3.	Parking Policy 2020 ↓ 	Page 109
Attachment 4.	Parking policy summary of submissions ↓ 	Page 152

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SUPPORTING INFORMATION

Engagement and Consultation

The consultation remained open over the Covid-19 Levels 4 and 3, but all promotional activity was suspended. Social media promotion resumed on 20 May when we returned to Level 2. The deadline was extended to accommodate those who were not able to make a submission during lockdown level 4. The extensive face to face engagement schedule was also cut short due to Covid-19 restrictions and only the Newtown event was able to be held. Joint Annual Plan and Parking Policy ward-based webinars were held during the lockdown period to replace face to face engagement for both projects.

Despite the challenges of Covid-19 restrictions, 542 submissions were received and 69 requests for oral hearings. The promotional video reached over 89,000 people at least once and was played to the end or for at least 15 seconds by 24,000 people. The radio advert was heard by 29 percent of Wellingtonians at least once. A series of 'quick polls' via the Let's Talk Wellington website generated 2,584 votes and 786 social media comments. Therefore, we are confident that awareness of the parking policy consultation was high.

In the lead up to the release of the consultation document, officers met with key stakeholder groups in person to discuss the proposed policy and hear their feedback. This feedback helped officers to develop the final proposals and gave the stakeholders a more in depth understanding of the draft policy. We held 21 of these meetings plus several targeted events and workshops.

A new survey has been started, results not yet analysed exploring car-pooling incentives and barriers for people attending sports events at Council facilities. An initial review of the 150 surveys completed shows that many people already car-pool to the sports facilities. The majority reason for choosing to travel to events in a personal vehicle is convenience. The final results will be analysed fully and made available to Councillors.

Phase Three Engagement and Consultation Approach

Phase three will focus on disseminating the summary of submissions and submission information. This will be done via the Let's Talk Wellington parking policy project page. A newsletter update following adoption of the new parking policy will be sent to all people registered via the website plus to additional key stakeholders who participated in the policy review.

Treaty of Waitangi considerations

The Council's Te Tiriti obligations are a requirement of the Resource Management Act 1991 and Local Government Acts 1974 and 2002. For example, the Resource Management Act requires the Council to consider matters of significance to tangata whenua, such as:

- the principles of the Treaty of Waitangi and their application to the management of resources [section 8]

- recognition and protection of Māori and their culture and traditions with their ancestral lands, waters, sites, wāhi tapu and other taonga [section 6(e)]
- having particular regard to the exercise of kaitiakitanga or the iwi exercise of guardianship over resources [section 7(a)]
- recognition of any planning document recognised by an iwi authority [section 74(2)b]
- the obligation to consult with iwi over consents, policies and plans.

The Council and local iwi have Memoranda of Understanding in place with Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui) and Te Rūnanga o Toa Rangatira Incorporated (Toa Rangatira). The memoranda provide the framework for strategic relationships between the iwi groups and the Council, enabling our iwi partners to contribute to council decision-making. This will be a particular focus of the Planning for Growth programme. Council Parking Services staff also receive training on Te Tiriti and its role in New Zealand's regulatory environment.

Financial implications

The parking policy itself does not set any of the parking charges or fees but provides for what type of parking are user-pays, how fees are set and the triggers for when fees are introduced or increased/decreased. Any change to how parking is managed will have an impact on the annual parking revenue. Capital investment or change of operational expenditure will be required to implement many of the changes. The aim is to use price to manage the Council's parking asset efficiently and effectively, not to raise revenue to cover shortfalls from other Council spending.

Policy and legislative implications

Once this review process is completed, the new consolidated policy will replace the 2007 Parking Policy, the 2005 Mobility Parking Policy and the 2016 Car Share Policy. Changes will be needed to the Wellington Consolidated Bylaw: Section 7 Traffic and the Road Encroachments and Sale Policy reviewed. It may recommend changes to be considered in the District Plan review. New Council guidelines to help business units implement the new Parking Policy will be required; such as the mobility parking guidelines, new residents' parking schemes and guidance on developing area-based plans.

Risks / legal

Legal have reviewed the Parking Policy and do not have any concerns.

Climate Change impact and considerations

The impacts of a growing population, car ownership trends, traffic congestion and a desire for mode shift have all been considered in the context of needing to reduce overall carbon emissions in line with the First to Zero: Te Atakura commitments. The Parking Policy objectives of supporting a shift in the type of transport used and supporting a move to becoming an eco-city respond to climate change impacts. The exact nature and extent that the Parking Policy will contribute to emissions reduction will be determined by when and how it is implemented in the future. Such as the provision of more bicycles, micro-mobility,

EV charging and car share parking and whether that incentivises people to change how they travel to a more sustainable mode.

Communications Plan

Available on request

Health and Safety Impact considered

The health and safety impacts of the new parking policy will be most pertinent during its implementation. This is expected to be covered by parking services and other affected parts of the Council through their business as usual health and safety practices.

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Smarter Ways to Manage Parking

Communications and Engagement March to June 2020 Report



Smarter ways to manage city parking

Report summarising public
engagement on the Wellington
City Council Parking Policy
Review

Report published July 2020

List of tables 3

List of figures 3

Glossary 4

Executive Summary..... 6

Aim 9

Method 9

Results12

Appendix 1: Online submission form questions28

Appendix 2: Face to face engagement June 2019 – March 2020.....34

List of tables

Table 1 Ward based webinars - number of attendees and questions submitted	11
Table 2 Quick poll engagement results	22

List of figures

Figure 1 Facebook posts to drive traffic to the Let's Talk Wellington page	12
Figure 2 Street posters in Newtown and Thorndon	13
Figure 3 example of digital advertising	14
Figure 4 Quick poll question: Do you think we should charge for on-street motorbike parking in CBD?	15
Figure 5 Quick poll question: Would you consider moving into a home that is in or close to the central city but doesn't have any spaces for parking?	16
Figure 6 Quick poll question: Would you carpool to a sports field, pool or an event at a community centre, if there was designated parking for those that car pool?	17
Figure 7 Quick poll question: Based on the estimated costs of car ownership, would you consider selling your car and joining a car share scheme instead?	18
Figure 8 Quick poll question: To help manage demand and encourage fewer cars per household, should we restrict eligibility for residents parking permits to only one permit per household with no off-street parking?	19
Figure 9 Quick poll question: Should all commercial street space uses (such as taxi stands, loading zones, private bus/coach parking and micro-mobility schemes) be charged for parking?	20
Figure 10 Quick poll. Should key transport routes to and from the central city have on-street parking removed at all times to prioritise the movement of traffic, safety and prioritise public transport?	21
Figure 11 Source of submissions – online, email, post	25
Figure 12 Types of submission – organisation and individual	26
Figure 13 Reach via the Let's Talk Wellington website	27

Glossary

Definitions for terms used in the Parking Policy, note may not match definitions used in the Land Transport Act.

Active transport modes – non-motorised forms of transport that use human physical activity to move, such as walking and cycling.

Area based approach – a holistic and integrated approach to a particular area of the city that has acute parking issues.

Carbon emissions - Transport-related carbon dioxide emissions.

Central City – includes the Golden Mile, plus Thorndon Quay, the Parliament precinct/Molesworth street area of Thorndon, Cuba street area as far as Webb Street and Kent/Cambridge Terraces and part of Oriental Bay to the Rotunda.

Let's Get Wellington Moving - a joint initiative between Wellington City Council, Greater Wellington Regional Council and the NZ Transport Agency. The focus is the area from Ngauranga Gorge to the airport, encompassing the Wellington Urban Motorway and connections to the central city, hospital and the eastern and southern suburbs.

Micro-mobility – small, light vehicles like electric scooters, electric bicycles and bikes. This does not include mobility devices such as powered or unpowered wheelchairs.

On-Street parking – parking your vehicle on the street as opposed to in a garage, parking building or lot. On-street parking in city or urban areas is often paid parking with time restrictions.

Off-street parking – parking your vehicle anywhere that is not a street, such as a driveway, parking building or a garage. Can be both indoors or outdoors.

Parking designations – parking spaces restricted to certain vehicle types/classes, such as mobility parking spaces.

Short-stay parking – time limited spaces of three hours or less.

Urban design features - street trees, footpath buildouts, sculptures, seating and other similar features which enhance the public space.

User pays – a pricing approach where the consumers (users) pay the full cost of the goods or resource that they consume (use).

Parking designations - an area of parking marked by signage and/or road markings restricted to a vehicle type and/or valid permit-holders only, for example, loading zones.

Pedestrians/Walking – people moving about in the physical space for transportation, wellness and fun, whether this is with or without a mobility device/aid such as a wheelchair, walking frame, pram or stick.

Aware visits – Terminology used to categories visitors to the Let’s Talk Wellington website. An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to your site or project. A visitor who has not taken any further action, that means has not clicked on anything, can be considered to be aware that the project or site exists. Aware visitor will have visited at least one page.

Informed visits – Terminology used to categories visitors to the Let’s Talk Wellington website. An informed visitor has taken the 'next step' from being aware and clicked on something. That might be another project, a news article, a photo, a video, a FAQ list, clicking on pages within the project etc. We now consider the visitor to be informed about the project or site. This is done because a click suggests interest in the project. An informed visitor is also always aware.

Engaged visits – Terminology used to categories visitors to the Let’s Talk Wellington website. Every visitor that contributes to a tool is considered to be 'engaged'. For the purposes of the Smarter Ways to manage Parking website, these are:

- Participate in Surveys
- Participated in Quick Polls
- Asked Questions

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed and aware. In other words, a visitor cannot be engaged without also being informed and aware.

Executive Summary

We are reviewing the Parking Policy 2007, the Mobility Parking Policy 2005 and the Car Share Policy 2016,¹ which contain guiding principles for the management and supply of on-street and the Wellington City Council-controlled off-street parking in Wellington City.

Everyone is affected by this policy, from residents and visitors who use our car parks, to public transport users and pedestrians who navigate around private vehicle traffic and the placement of car parks.

We started gathering feedback from key stakeholder groups and the public in an early engagement phase in 2019. This feedback helped to inform the draft parking policy that went out for public consultation from 16 March² to 8 June 2020.

The impact of Covid 19 on the consultation

The consultation remained open over the Covid 19 Levels 4 and 3, but all promotional activity was suspended. Social media promotion resumed on 20 May when we returned to Level 2. The deadline was extended to accommodate those who were not able to make a submission during lockdown level 4. The consultation was open for seven weeks.

Officers continued to monitor the policy email inbox and question and answer section of the website and were able to answer questions and provide assistance. Some of those who got in touch with officers mentioned that they were happy that the consultation remained open and the deadline was extended as it gave them time to think about the issues and formulate their opinions.

The extensive face to face engagement schedule was also cut short due to Covid 19 restrictions and only the Newtown event was able to be held. Joint Annual Plan and Parking Policy ward-based webinars were held during the lockdown period to replace face to face engagement for both projects.

Despite the challenges of Covid 19 restrictions, 542 submissions were received and 69 requests for oral hearings.

¹ Parking Policy 2007, <https://wellington.govt.nz/~media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/parking/files/parking2007-09.pdf?la=en> and Mobility Parking Policy 2005, <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/policies/mobility-parking-policy>
Car Share Policy 2016 <https://wellington.govt.nz/~media/your-council/plans-policies-and-bylaws/files/car-share-j001370.pdf?la=en>

² Note the survey was active online from 13 March, submissions received before the formal launch have been counted and included in the analysis.

Consultation feedback

We analysed all unique submissions³, which asked people to prioritise on-street parking space and consider how to manage parking supply and demand.

Key themes that emerged across all of the submission responses were: public transport, cost and affordability and active transport. The public and active transport themes included comments such as improving public transport reliability, efficiency and cost or improving active transport infrastructure and safety. There was strong support for prioritising effective public transport to combat parking demand issues and reduce carbon and other emissions from vehicle transport.

The cost and affordability theme covered issues such as charging more for parking or certain types of parking; charging less for parking or having free parking and ensuring that any changes do not unfairly disadvantage those on lower incomes.

For more detail on the consultation feedback from submissions, please refer to the document *Smarter ways to manage parking; Report summarising public submissions on the Parking Policy Review (June 2020)* [<insert link>](#)

³ One single submission from an identifiable submitter.

Background

Context

Wellington City Council adopted its first Parking Policy in 2007 to guide the prioritisation of shared public road space in a fair and balanced way for the benefit of the city.

Out of the 29,000 parking spaces in Wellington central area (CBD), we manage about 4,200 spaces (or 14 percent of total available parking spaces in central Wellington).⁴ The majority of these spaces are on-street, with only about 900 being off-street.

Why review the Parking Policy?

The way in which we manage parking spaces can positively contribute towards our strategic outcomes for economic and urban development, transport, the environment, and social, recreational and cultural wellbeing.

Over the next 30 years it is projected that Wellington will become home to an additional 50,000 to 80,000 residents⁵. Together with regional growth, this will have an impact on travel within and in to the city. To accommodate this growth, we need a more efficient transport system that makes better use of our limited road space. This means moving more people using fewer vehicles; more public transport use, walking and cycling, and fewer people driving and parking in busy areas. It also means more effectively managing the scarce public road space that is currently used for parking.

We need to keep our environmental commitments and the transport hierarchy⁶ front and centre in any changes that we propose.

To balance these competing demands, we will have to make difficult trade-offs, and this may require the removal or repurposing of some parking spaces.

In 2019 we gathered information on the issues and challenges people face relating to parking and mobility parking in Wellington. This feedback helped form the proposed draft parking policy.

⁴ <https://letstalk.wellington.govt.nz/managecityparking>

⁵ See Summary of Planning for Growth submissions, https://planningforgrowth.wellington.govt.nz/_data/assets/pdf_file/0013/3046/J00885_2-Planning-For-Growth-summary_WEB.pdf

⁶ See Te Atakura First to Zero, June 2019, <https://www.zerocarboncapital.nz/assets/Uploads/Te-atakura-final.pdf>, page 33.

Aim

There are many competing demands on our limited street space. We engaged with the public to get feedback on our proposals on how we should manage demand for parking and which kind of parking is important to prioritise and retain for the safe and efficient movement of people and goods in Wellington.

The objectives of the marketing and engagement campaign were to:

- raise awareness of the competing demands on our street space now that we face now and will increase in the future
- raise awareness of the draft proposals for a new way to manage parking in Wellington
- engage and encourage people to have their say on the proposals.

The development of our final parking policy will be informed by the feedback we received via our online consultation, related emails, the two workshops, feedback from organisations and the Council's advisory groups, one-on-one meetings, and the research survey.

Method

We raised awareness of the consultation through face to face engagement, on our website, radio, digital advertising, print, social media, quick polls, Council e-newsletters, street posters and digital screens in Council facilities. We also issued a press release⁷ and created a video for use on social media.

Face to Face engagement

We had met with the following organisations in the early engagement phase to discuss specific issues: Capital and Coast District Health Board, Regional Public Health: Wellington Region, Retail NZ, Newtown Residents Association, Gibbons, Stratum, Archaus, Willis Bond, Tommy's Real Estate, Mary Potter Hospice in Newtown and Wilson Parking.

From June 2019 to March 2020 (before the release of the consultation document) we invited key stakeholder groups to meet with us in person to discuss the proposed policy and to gather their feedback on how our proposals might impact their business/members/stakeholders⁸. This feedback helped officers to develop the final proposals and gave the stakeholder a more in depth understanding of the draft policy. We held 21 of these meetings. As the feedback was verbal and not recorded in a

⁷ Press Release: Wellingtonians urged to have their say on council's proposed parking policy, 12 Feb <https://www.stuff.co.nz/national/119464837/wellingtonians-urged-to-have-their-say-on-councils-proposed-parking-policy>

⁸ See Appendix 2

specific way, we have not included their comments in this report or in any thematic analysis.

Leading up to the public consultation period we ran or participated in a number of in-person events:

- One on one meetings with 21 key stakeholder groups
- Presented at the 2019 NZ Parking Association conference, answered questions and took feedback. The conference was attended by a broad mix of stakeholders, both from New Zealand and international, including; parking technology vendors, local councils, commercial parking providers, parking management experts and parking officers.
- The Planning for Growth project ran a Speaker Series in February 2020 to hear from the experts, on living comfortably with risk, and bold ideas for a new urban community. This was attended by approximately 200 people. Scott Ebbett, a planning and transport specialist at MRCagney, was a guest speaker at the *A City Made for Wellington Life* session. He spoke about parking management projects here and overseas that have resulted in better use of street space and a change in people's thinking on how we move about a city.
- Presentations to the following Council advisory groups: Accessibility Advisory Group, Pacific Advisory Group, Youth Council and the Environmental Reference Group
- Held a meeting with the disability sector and individuals (see below).

Ward-based Webinars

The community engagement schedule for the parking policy was halted after the first engagement, due to the Covid-19 lockdown. To replace this valuable face to face engagement we joined with the Annual Plan team to hold ward-based webinars.

In these webinars the Mayor spoke about the Annual Plan and Councillor Condie (Portfolio Associate Transport) spoke about the parking policy proposals and they both took questions from the public.

Councillors for that ward also answered questions that were either asked during the webinar or sent in prior. Questions were themed and answers are available here <https://wellington.govt.nz/have-your-say/consultations>

Ward	Attendees	Number of registration questions	Number of live questions and comments
Takapū Northern	26	40	25
Paekawakawa Southern	73	104	116
Pukehīnau Lambton	42	47	34
Motukairangi Eastern	36	43	19
Wharangi Onslow-Western	36	43	50
Total		277	244

Table 1 Ward based webinars - number of attendees and questions submitted

Disability Sector

As well as holding one on one meetings with a number key stakeholders in the disability sector such as the Accessibility Advisory Group and CCS Disability we participated in a sector workshop on a number of overlapping Council projects – LGWM Planning for Growth and the parking policy review. Invitations were sent directly to organisations and they were encouraged to share the invitation with their members and networks.

However although this workshop was not as well attended as we had hoped, attendees included representatives from the Disabled Persons Assembly, Blind Low Vision NZ, CCS Disability and four individuals.

Results

One of the objectives of the Annual Plan campaign was to drive awareness about the draft parking policy. The data shows that there was a significant uplift in traffic during the campaign. Street posters, digital, radio, social media posts, newsletters, and print ads went to market during the first ten days of the campaign and drove significant awareness amongst Wellingtonians.

Social Media

We created a video featuring Councillor Condie explaining the challenges we have in how we allocate road space for parking. The video and a static post were used to promote the consultation on social media.

This video performed very well:

- reached over 89,000 people at least once
- over 24,000 people played it to the end or for at least 15 seconds
- 161 comments
- 227 reactions
- 47 shares.

Social media accounted for 6,031 aware, 3,042 informed and 1,432 engaged visit to the Smarter Ways to Manage Parking website page.

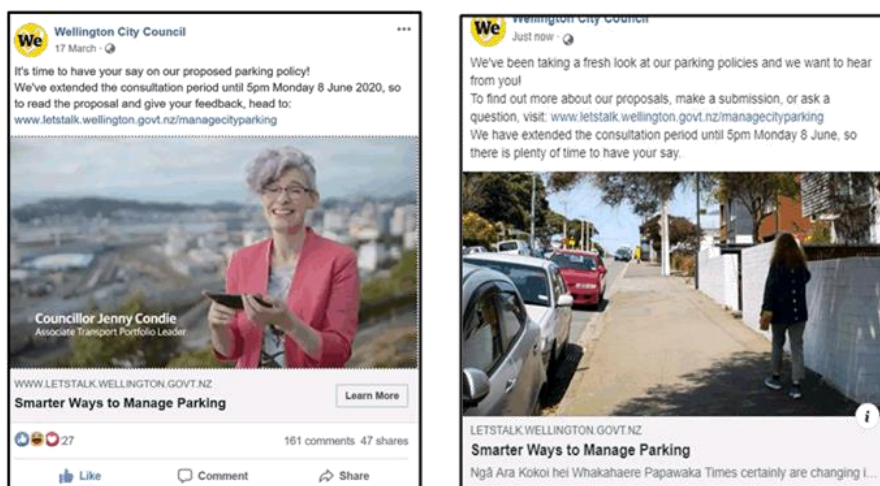


Figure 1 Facebook posts to drive traffic to the Let's Talk Wellington page

Note: The social media posts have been themed and analysed and are included in this report, not the Summary of Submissions report, because they are not considered to be readily identifiable as being attributable to the Parking Policy Statement of Proposal.

Radio

The radio activity ran across the Breeze, Coast, the Edge, Newstalk and ZM targeting Wellington listeners only. 29% of Wellingtonians heard the Smarter Ways to Park ad at least once, and 10% heard the ad at least three times across the campaign.

Ads were placed on Spotify to target light radio listeners and younger members of our target audience. The ad targeted Wellington listeners on Spotify. Across the campaign the ad delivered 15k impressions (audio plays) and will have delivered incremental reach for our campaign.

Street Posters

45 posters ran throughout the CBD and some outlying city suburbs during the first two weeks of the campaign. Street posters were placed close to popular parking areas to raise awareness amongst drivers about potential changes to the parking in the city.



Figure 2 Street posters in Newtown and Thorndon

Newsletter

An article in *This Week in Our Wellington* reached more than 6,000 email addresses. We followed this up with a reminder a week prior to the consultation period closing.

Digital Engagement

Google Analytics shows that the campaign had a relatively high average time onsite and from the behaviour of users who went to the site a lot did

navigate to areas we wanted them to – ‘have your say, quick poll and register’ indicating they were engaged in the messaging.

542 responses were registered during the campaign which indicates a highly engaged audience. Across the first 10 days of the campaign the digital activity delivered 1,357 clicks.



Figure 3 example of digital advertising

Quick Polls

In the two weeks prior to the consultation we ran a series of ‘quick polls’ – short yes/no questions on high interest parking topics.

These polls were designed to engage the public on high interest issues, to start conversations and get people thinking about the parking challenges in Wellington before the consultation opened. We promoted them on social media.

They were also an opportunity to test policy proposals and specific questions raised by Councillors.

Each poll was followed up with a closure post that reported back on the number of votes received and the main themes of the comments.

We promoted the polls on social media and got a lot of engagement with people voting and commenting on social media:

- 2584 votes
- 786 Facebook comments
- 71 shares.

Quick Poll Results

1. Do you think we should charge for on-street motorbike parking in CBD?

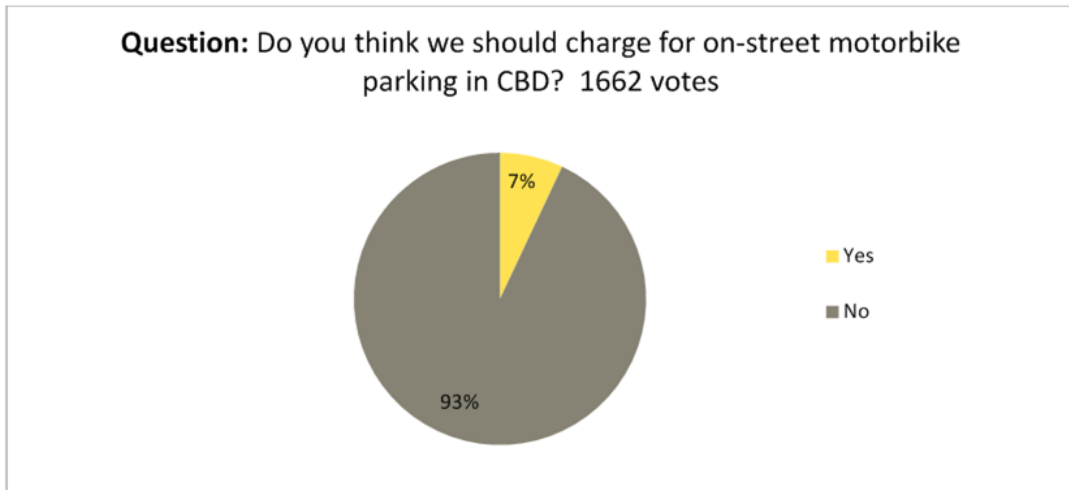


Figure 4 Quick poll question: Do you think we should charge for on-street motorbike parking in CBD?

Key themes and illustrative comments:

- Motorbikes take up less space than cars in parks
- Should provide more dedicated motorcycle parks
- Motorbikes are better for the environment as emit less and should be supported rather than private cars
- Have motorbike parks on dedicated areas of out of the way footpaths like in Australia

"Several cities I have visited overseas allow motorcycle parking on the footpath where space permits. Spaces are clearly designated Motorcycle Parking Zones, or marked with NonParking leaving anything other space available providing the pedestrian traffic is not impacted. This pic is an example from Brisbane. Great idea as it does not take away car parking on the street. How about it, Wellington City Council? There are plenty of out-of-the-way places for motorcycle parking on the footpath." - Scott McIntyre

"No. We decrease road congestion, have lower emissions, and are a way more direct/speedy way to get anywhere right now as opposed to Wellington's poor public transport. If anything we should be given more parks - two carparks could fit 10-12 bikes, way better commuter density - or be allowed to park in non-obstructive areas without WCC ticketing us for funsies". - Lucy Morris

"In short no - charging for bike parking will encourage me to bring my car rather than bike - more cars in town searching for already limited parks would be a negative outcome for everyone" - Hamish Groves

2. Would you consider moving into a home that is in or close to the central city but doesn't have any spaces for parking?

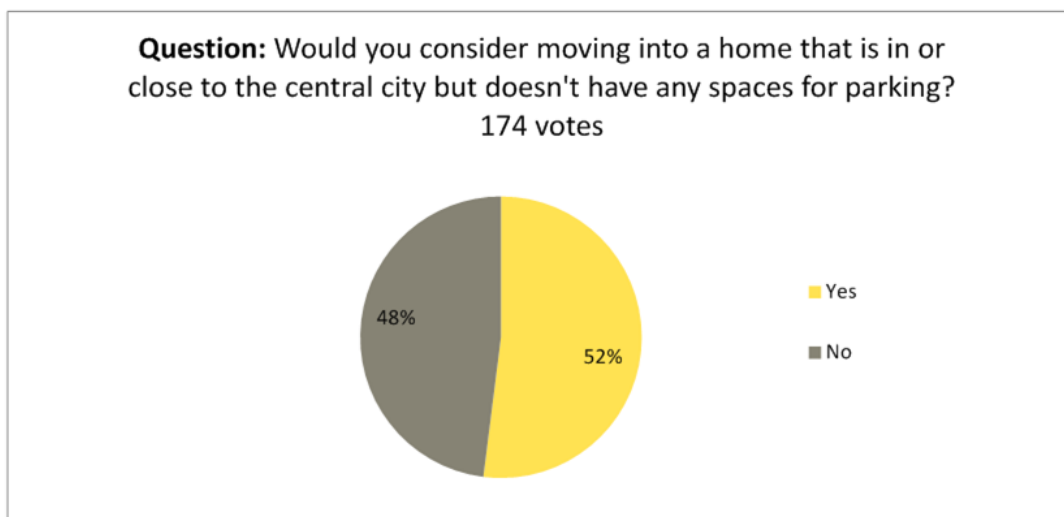


Figure 5 Quick poll question: Would you consider moving into a home that is in or close to the central city but doesn't have any spaces for parking?

Key themes and illustrative comments:

- Yes if affordable and have access to reliable public transport.
- Need to build more such buildings without car parks though might be useful to have parking buildings nearby as well.

"Absolutely, with bigger uptake in car sharing programmes, as well as autonomous self driving cars providing "Uber" like service, individual car ownership is likely to fall. Medium to high density housing in a rezoned/redeveloped Kent & Cambridge Terrace/Adelaide Road corridor (I can't believe so much prime CBD real estate is given over to car yards, storage and light industrial use), paired with effective light rail/tram network as well as safe cycling corridors will render the need for individual car parking unnecessary. The funding for the improvements in transport infrastructure can be contributed to by a congestion charge for non car share vehicles to come into the CBD" - Ian Anderson

"I'd love to be able to, but public transport in Wellington isn't even close to being able to meet the needs of a primarily car-less inner city population. Taxis are an absurdly expensive way of moving around and trying to do basic things like grocery shopping on public transport is a joke, let alone visiting friends in suburbs without spending an hour and a half and five transfers each way and having to leave at 8:30pm to make sure you can get the last connection home." - William de Wyke

3. Would you carpool to a sports field, pool or an event at a community centre, if there was designated parking for those that car pool?

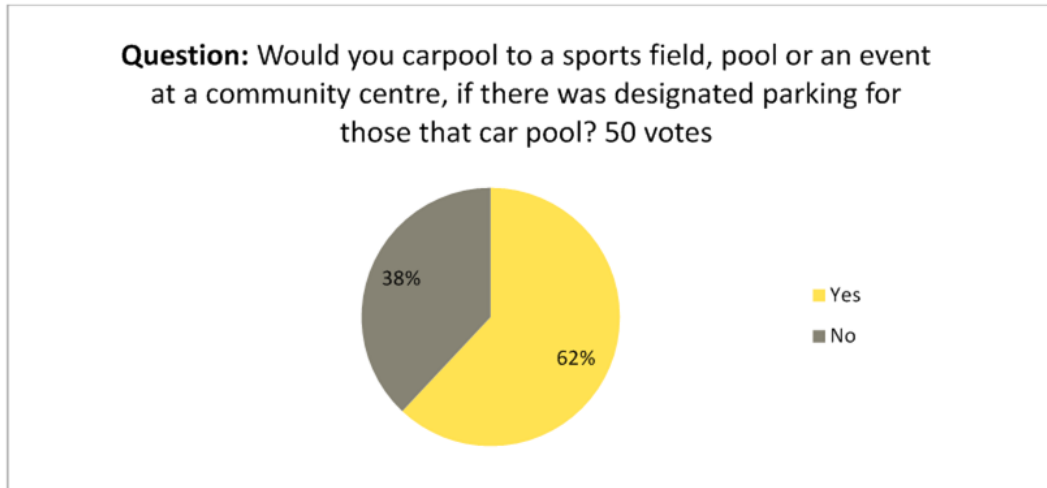


Figure 6 Quick poll question: Would you carpool to a sports field, pool or an event at a community centre, if there was designated parking for those that car pool?

Key themes and illustrative comments:

- Enforcement difficulties – cannot actually monitor whether those parked in the spots actually carpooled there
- Difficulties carpooling when coming and going so many different places i.e. lots of kids with different sports games in different places
- Public transport should just be better instead so can use that

"No. You have no way of monitoring if the carpooled spots are taken up by cars that have actually car pooled. Better and reliable public transport to the parks over the weekend would help. Having local teams play around local fields would help too. You can walk etc to games" – Kim Narsi

"Most of us have busy weekends... not just them with kids... perhaps if PT were free/ more connected/ convenient/ reliable.... we - and little Johnny- wouldn't be reliant on cars. Works in the rest of major centres around the world- come in Wgtn !" - Nicci Wood

4. Based on the estimated costs of car ownership, would you consider selling your car and joining a car share scheme instead?

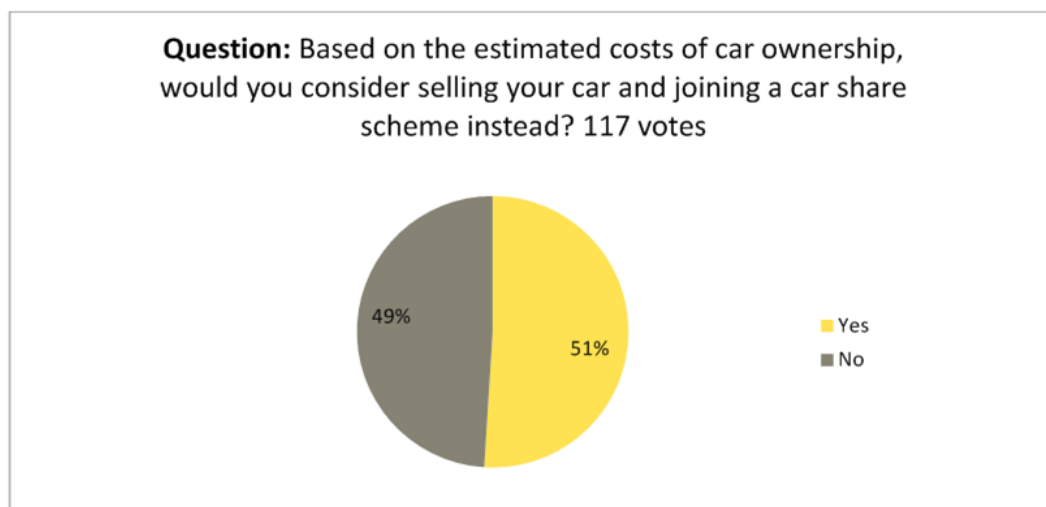


Figure 7 Quick poll question: Based on the estimated costs of car ownership, would you consider selling your car and joining a car share scheme instead?

Key themes and illustrative comments:

- Price comparisons unrealistic – owning car not necessarily more money than car share
- Difficulties with certainty of availability with car share, for example, when you want to drive home
- Provide more car share spots and then uptake might occur

"The numbers are very misleading....a single 10km trip per day if car sharing? More realistic is 2 x 6km trips (and need to allow for the traffic in peak times). There is also no way my car would cost so much per year to own! (Love the idea of car share schemes but you really need to be using realistic price comparisons)" – Rachel Stone

"I've been using City Hop and Roam Ride but there aren't enough options for those of us slightly further out! I'm in Newtown by the Zoo and there isn't a car close by. I'm debating buying a car for the flexibility of use but would rather use a car share program like City Hop or Mevo. I've been carefree for 6 years!" – Emma Prestidge

"If I drove to work in one location, and my car sat idle all day costing me parking fees, it would make sense for someone else to use it during the work day, as long as I could be sure it was available to me when I needed it to drive home. Although you're talking about not owning a car at all, not sure how this works having a car available when you need it?" - Heather Garside

5. To help manage demand and encourage fewer cars per household, should we restrict eligibility for residents parking

permits to only one permit per household with no off-street parking?

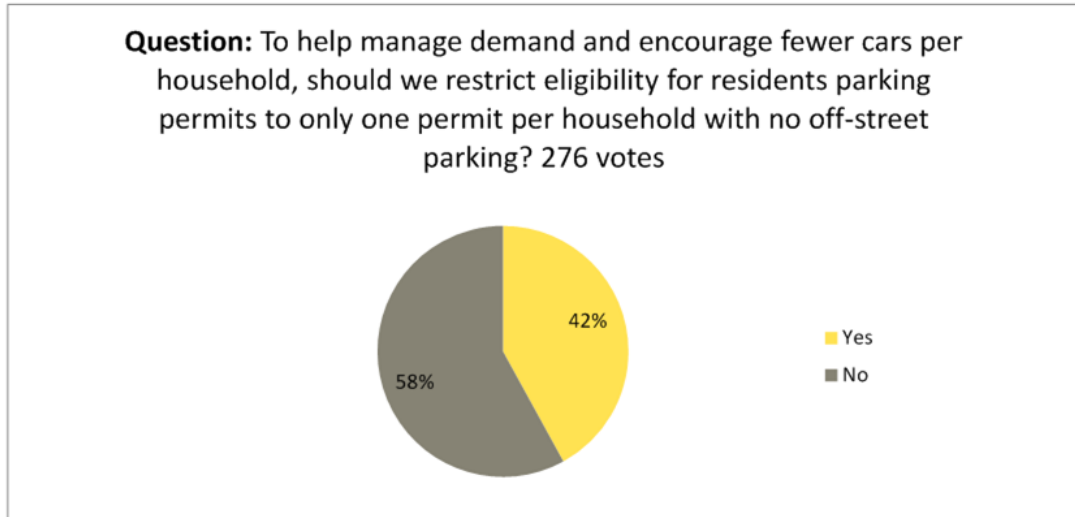


Figure 8 Quick poll question: To help manage demand and encourage fewer cars per household, should we restrict eligibility for residents parking permits to only one permit per household with no off-street parking?

Key themes and illustrative comments:

- Question does not see reality of multiple people with multiple cars flatting together
- Get rid of coupon parking and have more visitor parks instead
- Have residents parking be other use at certain times of day
- Support fewer cars by having less parking and more pedestrian space

"The most recent quick poll really pisses me off and shows the disconnect between our council and the average Wellingtonian. In a city where housing prices for both rental and homeownership are skyrocketing and people well into their 30s and 40s can't afford to live on their own or purchase a home, the idea of reducing the number of resident parking allocations to one per household from the already ridiculous two per household is stunningly out of touch. it is not uncommon to see 3, 4, 5, or even 6 unrelated individuals living in a flat that costs an arm and a leg, hamstringing people's ability to commute by making parking even more difficult is absurd." - Benjamin Cooke Williams

"The folks from the outer suburbs who drive to inner city free or coupon parking + leave their cars there for the entire day while they work (or go to Victoria University) are a challenge to those of us who live close to the

city. How to stop them using our streets as free or cheap car parks? It's a challenge". – Jane Brennan

6. Should all commercial street space uses (such as taxi stands, loading zones, private bus/coach parking and micro-mobility schemes) be charged for parking?

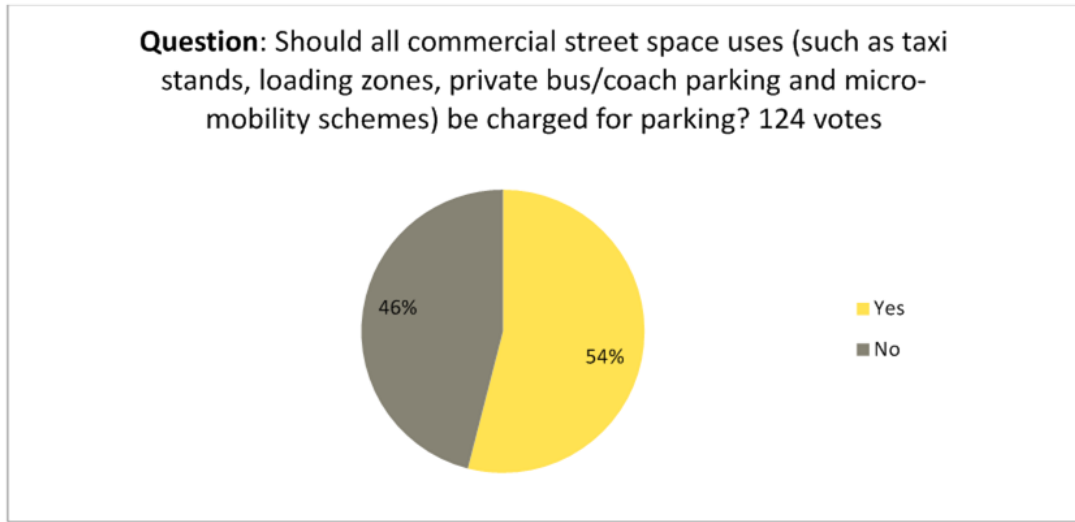


Figure 9 Quick poll question: Should all commercial street space uses (such as taxi stands, loading zones, private bus/coach parking and micro-mobility schemes) be charged for parking?

Key themes and illustrative comments:

- Taxis are seen as the main problem as many do not park in the dedicated stands but take up room in paid parks without paying. More needs to be done on enforcing the rules upon them and providing other spaces for them to be. Some worry that charging them will just mean cost is passed to public.

"After working opposite a taxi stand I think this is a great idea. The amount of shenanigans they play by parking badly, in the wrong area and general cycling is unacceptable. Taxis and taxi ranks are outdated after uber and other app based travel options (ride sharing and taxi apps). Anyone who thinks uber is less green friendly than taxis are dreaming as it is just a revolving queue of taxis. One comes in, pushes the one in front out who then does a loop no different to an uber. I would suggest investing in large ride sharing waiting areas on the outskirts of the city which can then come into town rather than circling. Win win" – Sam Good

"Taxis parking in paid parks n sitting in there taxis are a big part of congestion" – Brent John Allen

7. Should key transport routes to and from the central city have on-street parking removed at all times to prioritise the movement of traffic, safety and prioritise public transport?

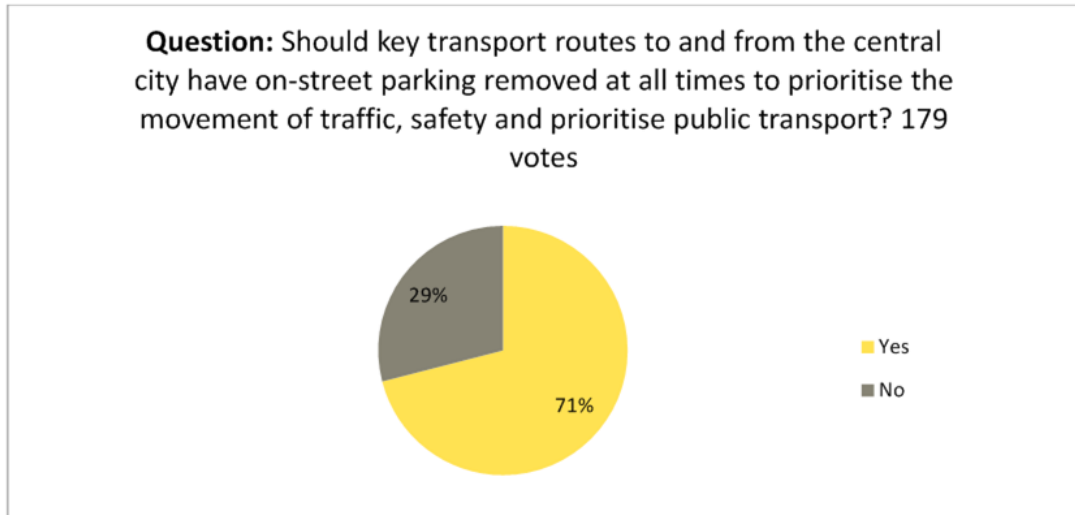


Figure 10 Quick poll. Should key transport routes to and from the central city have on-street parking removed at all times to prioritise the movement of traffic, safety and prioritise public transport?

Key themes and illustrative comments:

- Improve public transport as priority rather than these other changes
- Clearways would be good especially for buses but create them on a case by case basis
- Ensure space for those with mobility issues and for trade vehicles

"Fix the bus system (start it earlier, more on time, etc) before you get rid of more parking. In relation to clearways I think removing some parks ie on Victoria st above Vivian st yes, but other places maybe not. Case by case basis by analysing how much they get used is probably the best way. But we need more people to be actually able to rely on (read, be on time, and afford) public transport before axing any more parks. Glad I have free parking at my work, would not want to deal with that immense cost or the stress of finding one, or having to bus".
– Otter Lee Smith

Quick poll engagement results

Poll	Reached	Engagements
Should we charge for motorcycle parking? Closure Post	32,947 10,147	8,140 756
Should key transport routes to and from the central city have on-street parking removed at all times? Closure Post	20,284 Na	2,327 Na
Should all commercial street space uses be charged for parking? Closure post	17,429 5,151	1,934 154
Would you consider selling your car and joining a car share scheme instead? Closure Post	13,449 8,618	872 386
Would you consider moving into a home that is in or close to the central city but doesn't have any spaces for parking? Closure Post	16,344 7,665	1,890 571
Would you carpool to a sports field, pool or an event at a community centre, if there was designated parking for those that car pool? Closure Post	12,488 7,088	665 266
Should we restrict eligibility for residents parking permits to only one permit per household with no off-street parking? Closure Post	27,737 5,891	4,251 246

Table 2 Quick poll engagement results

General Social Media Comments

The list below shows the key themes of the commentary received on the social media posts during the quick poll phase and during the consultation period:

- Public engagement process seen as a way to get support for an already decided outcome
- People felt that if commented on social media rather than official website then comments will be given less attention i.e. social media should be actual/official feedback
- Difficult for people to participate when they have to register to do so (disincentive)
- Have better communication between Greater Wellington Regional Council (GWRC) and WCC
- Support for park and ride options as well as more parking buildings
- Requests for more parking (including motorbike parking) and free parking
- Careful about pedestrian crossings holding up traffic
- Negative comments about the Wilson parking buildings and feeling that WCC should manage the parking buildings instead
- Interest in international examples such as Japan and Paris for parking issues
- Comments about the lack of enforcement
- Debate pro and anti cycling and cycleways

"Talk about asking leading questions. This whole campaign of questions around car use is ridiculous and seems entirely designed to feed an existing agenda of the people running this programme. This is really lazy engagement that seems more about ticking a box. Regardless of the outcome this methodology is flawed and any 'insights' you may think you gain are totally worthless in my view." – Justin Gray

"Follow Japan's lead. Automated carpark building's. Standalone mini high rises in the city and at shopping centers. Great way to save space. Also follow Singapore's lead in banning private vehicles from the inner city. Vietnam's lead in that in Hochi Minh City, all deliveries are done at night, easing the congestion during the day. All 3 countries have similar geography and size to New Zealand" – Michael Jordan

"There should be no Wilson Car Parks in NZ.....this revenue is lining greedy pockets. Council should be taking this revenue for the city they were elected for. It's like paying twice on rates....." – Shirley TeWiata

"Unnecessarily difficult process just to even get to the questionnaire, then I have to register? Clearly, you don't actually want submissions. Who on earth does your UX?!" – Catherine Drayer

More bloody Motorbike parks!!! - it's ridiculous!!! I could drive... but choose a tiny and efficient footprint of a 4-stroke Vespa... And YES I have submitted, bus as usual... falls on deaf ears... I'm sorry but sometimes having a young family...cycling everywhere... in the council's idealistic world of fairy's and unicorns, rainbow lined meadows filled with vegan's and lycra just doesn't cut it... - Andrew Harding

"I would love you to do a poll on reducing the number of pedestrian crossings on busy routes such as Kent terrace into the tunnel or along the quays. They slow traffic incredibly" - John Cunningham

Let’s Talk Wellington

We used the WCC online engagement platform “Let’s Talk Wellington” to provide parking management information, run quick polls, host the consultation questions (see Appendix 1) and provide a mechanism for people to ask questions.

The Consultation was open for contributions from 16 March 2020 – 8 May 2020.⁹

We received 542 submissions in total. 443 of these were made online, 93 were emailed responses and six paper submission forms were received by post.

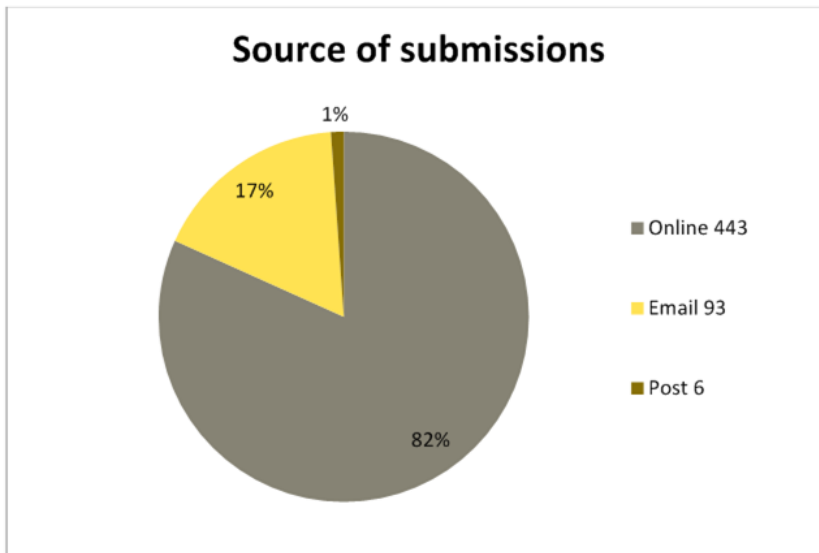


Figure 11 Source of submissions – online, email, post

We received submissions from 47 organisations and 495 individuals (48 of those were from Generation Zero members using pre-prepared submission responses).

⁹ The consultation was available on this webpage:
<https://letstalk.wellington.govt.nz/managecityparking>

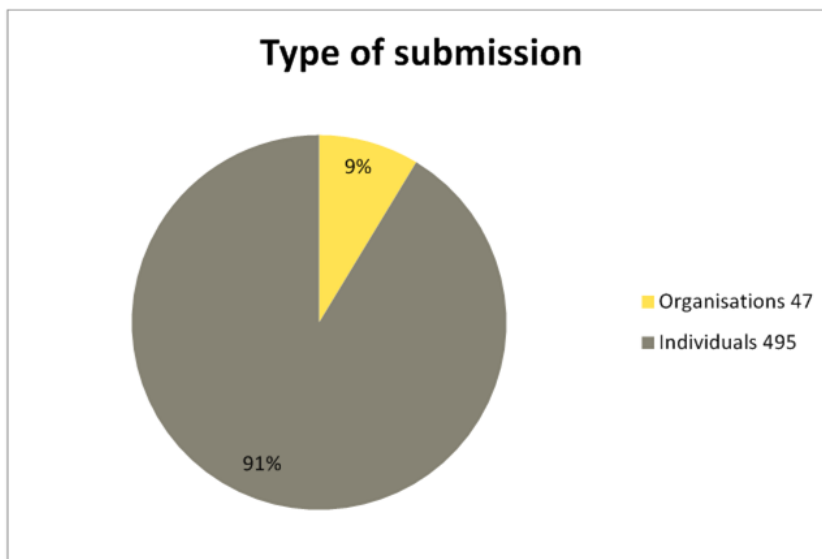


Figure 12 Types of submission – organisation and individual

In addition, we received 161 social media comments and 89,000 people were reached at least once via social media. This does not include pre-consultation quick polls or the webinars.

During the consultation period (16 March to 8 June 2020) we reached 8,847 people via the Let's Talk Wellington website. Of these:

- 5,600 are aware
- 2,800 are informed
- 447 are engaged¹⁰

¹⁰ The total number of engaged visits does not match the number of submissions received because some submitters sent their submission by post or by email and some people engaged in the site by posting a question but did not also do a submission.

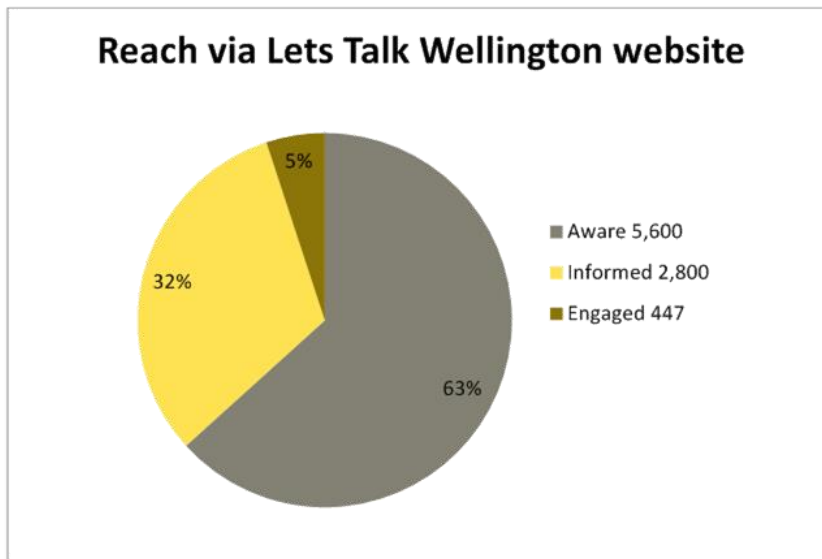


Figure 13 Reach via the Let’s Talk Wellington website

The above numbers do not include the pre-consultation lead-in when we used quick polls to generate interest and test proposals. The quick polls ran over a six week period and generated 5,000 aware, 3,100 informed and 2,400 engaged (2,387 individuals participated in a quick poll)¹¹.

Free text comments

We provided several free text comment fields in our submission form for the public to provide us with additional feedback or their personal experiences. Some respondents also emailed us their submission directly via email to policy.submission@wcc.govt.nz.

For more detail on the consultation feedback from submissions and how these were analysed, please refer to the document *Smarter ways to manage parking; Report summarising public submissions on the Parking Policy Review (June 2020)* [<insert link>](#)

¹¹ An engaged visitor may have asked a question, participated in a survey or participated in a quick poll.

Appendix 1: Online submission form questions

1. Proposed Objectives

The proposed parking policy objectives set out what we want to achieve – now and into the future. The objectives are designed to guide the Council when it makes parking decisions.

How important are these objectives to you?

Are there any objectives you think we have missed?

Is there anything else you would like to tell us about the objectives?

2. Proposed Principles

The proposed parking policy principles set out how we will apply and manage the policy.

To what extent do you think these principles will be helpful in us achieving our objectives?

Are there any objectives you think we have missed?

Is there anything else you would like to tell us about the principles?

3. Parking Priority

Parking demands vary in different locations throughout the city. Prioritised parking will depend on what area of the city is being looked at, and what factors are being taken into account.

The top priority is safe and efficient movement of people and goods. The proposed hierarchy prioritises parking space use from the most important to least important for seven different areas of the city.

a. Key transport routes

High parking space priority: bus stops.

Low parking space priority: urban design features, mobility parks, loading zones, bicycles/micro-mobility parks, car share parks, EV charging parks, short stay parks, small passenger service vehicles/taxi stands, motorcycle parks then public bus layovers.

Lowest parking space priority: bus/coach parks, residents parks, then commuter parks.

b. Central City

High parking space priority: bus stops, mobility parks, urban design features, bicycle/micro-mobility parks, loading zones, then short stay parks.

Medium parking space priority: small passenger service vehicles/taxi stands, car share parks, EV charging parks, then motorcycle parks.

Low parking space priority: coach/bus parks.

Lowest parking space priority: residents parks, public bus layover then commuter parks.

c. Suburban Centres (shopping precincts)

High parking space priority: bus stops, mobility parks, urban design features, bicycle/micro-mobility parks, then short stay parks.

Medium parking space priority: loading zones, motorcycle parks, small passenger service vehicles/taxi stands, car share parks, then EV charging parks.

Low parking space priority: public bus layover then coach/bus parks.

Lowest parking space priority: residents parks then commuter parks.

d. City Fringe

High parking space priority: bus stops, urban design features, residents parks, then car share parks.

Medium parking space priority: mobility parks then EV charging parks.

Low parking space priority: short stay parks, loading zones, bicycle/micro-mobility parks, then public bus layover.

Lowest parking space priority is small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.

e. Outer residential areas

High parking space priority: bus stops, urban design features, then residents parks.

Medium parking space priority: car share parks, mobility parks, then EV charging parks.

Low parking space priority: short stay parks, loading zones and public bus layover.

Lowest parking space priority: bicycle/micro-mobility parks, small passenger service vehicles/taxi stands, motorcycle parks, commuter parks, then coach/bus parks.

f. Council Parks, Sports, Recreation and Community facilities

High parking space priority: bicycle/micro-mobility parks, mobility parks, motorcycle parks, short stay parks, coach/bus parks, then urban design features.

Medium parking space priority: EV charging parks.

Low parking space priority: car share parks, small passenger vehicles/taxi stands, residents parks, then commuter parks.

Lowest parking space priority: public bus layover, loading zones then bus stops.

g. Council's Central City Off-Street Parking

High parking space priority: mobility parks, bicycle/micro-mobility parks, motorcycle parks, then short stay parks.

Medium parking space priority: car share parks, EV charging parks, then commuter parks.

Lowest parking space priority: is loading zones, coach/bus parks, public bus layover, urban design features, bus stops, residents parks, then small passenger service vehicles/taxi stands.

h. Is there anything else you would like to tell us about the proposed parking space hierarchies?

4. Pricing Approach

We are proposing to implement demand-responsive pricing.

This means that in areas of high demand, where it is difficult to get a park, the price would go up to encourage people to park elsewhere or stay for less time. In areas of low demand, pricing would go down, to encourage more people to park in these areas at these times.

a. Do you agree with this pricing approach?

- b. Is there anything else you would like to tell us about this proposed pricing approach?

5. Residents Parking Scheme

We are proposing to change existing and new residents' parking schemes. Residents' parking schemes prioritise residents to park on the street near their home and ensure access for their visitors. The introduction of a scheme will be guided by the number of households with off-street parking compared with households with no off-street parking.

- a. Which of the following aspects would you like to see included in a residents parking scheme? Please tick all that apply.

Residents' parking schemes will be guided by the ratio of households with off-street parking to households with no off-street parking.

- i. Provide car share, mobility and micro-mobility parking spaces.
- ii. Reduce, remove or relocate coupon parking where it conflicts with residents access/parking.
- iii. Change on-street parking to short-stay parking only (up to 3 hours) with residents exemption permits.
- iv. Reduce the size of residents parking exemption zones (so residents with permits can only park close to their home address).
- v. Limit the number of permits issued to 85% of capacity/total available spaces per zone.
- vi. Set an annual application/renewal date and only issue permits for 12 months (with a refund option if you move out of zone).
- vii. Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople to use.
- viii. Introduce online application and permitting system.
- ix. Introduce discounted exemption permits for mobility permit holders and EV car-owners.
- x. If a second permit is issued for the same household, the second permit is more expensive.
- xi. Other (please specify)
- xii. None of the above.

- b. Allocation of residents parking permits

Please rank the following categories in order of priority with 1 being the highest and 8 being the lowest.

Please put the priority rank from 1 - 8 to the left of the category.

- i. Mobility permit holders
- ii. EV owners with no off-street parking
- iii. Pre-1930s houses or pre-1940s apartments with no off-street parking
- iv. Other pre-2020 dwellings with no off-street parking
- v. All existing dwellings with 1 or more off-street space
- vi. Businesses located with the zone
- vii. New dwellings/homes built after 2020
- viii. Second permits
- c. Do you have anything else to add about the residents parking scheme, or any ideas we have not thought of?

6. Barriers to public transport use

There other factors that influence why people drive and need parking. We'd like to understand how you choose your mode of travel.

- a. What deters you from using public transport? Please select all that apply.
 - i. Public transport timetable doesn't suit my schedule
 - ii. Public transport is too expensive
 - iii. Public transport is too far from where I live or from my destination
 - iv. When the weather is bad, I choose to use my private vehicle
 - v. I have to make multiple stops or multiple journeys
 - vi. Public transport route has too many transfers
 - vii. Public transport seems unreliable to me
 - viii. I have / I care for someone who has a mobility impairment that means I need to use a private vehicle
 - ix. Using public transport is difficult when travelling with young children/babies
 - x. I need my vehicle for my work
 - xi. I don't feel safe using public transport early in the morning/late at night
 - xii. None of these, I use public transport regularly
 - xiii. Other (please specify)
- b. What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.
 - i. I am not able to physically access these modes of travel due to my personal circumstances
 - ii. I live too far from where I'm going to walk or cycle
 - iii. Multiple people come with me on this journey

- iv. I don't have a bike or want to purchase one
- v. I have to make multiple stops or multiple journeys
- vi. None of these, I walk/bike/scooter regularly
- vii. Other (please specify)

7. Do you have any final comments about the topics raised in this submission?

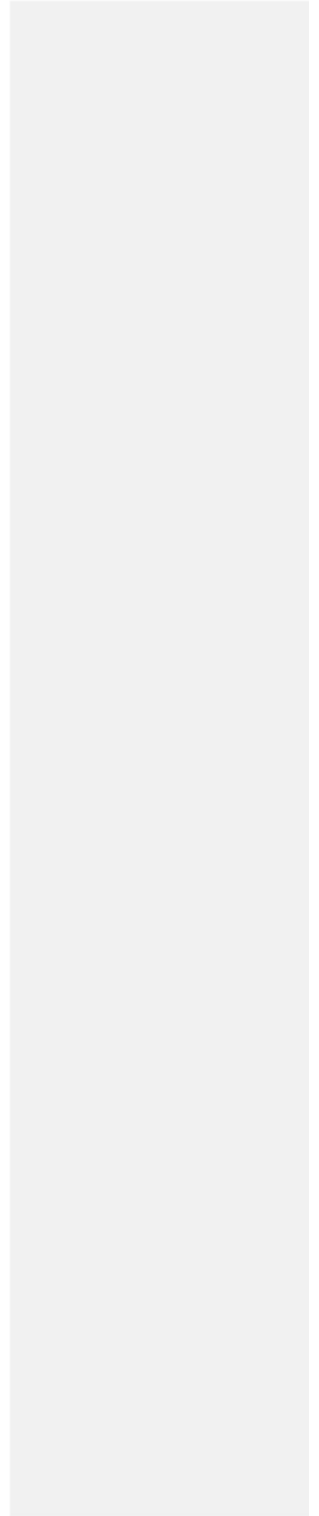
**Appendix 2: Face to face engagement June 2019
– March 2020**

The following groups were met with in person to discuss the proposed policy:

Property Developers
Accessibility Advisory Group
Youth Council
Parking industry – NZ Parking Association Conference 2019
Auckland Transport
CCS Disability
Let's Get Wellington Moving
GenZero
Chamber of Commerce
Automobile Association
Greater Wellington Regional Council transport policy team
Wilson's Parking
Prime Property
Care Park
City Hop
Mevo
Waka Kotahi New Zealand Transport Agency
Wellington Airport
Blind Low Vision NZ
Disabled Persons Assembly
Newtown residents via a Newtown Residents Association meeting

The ~~Draft~~ Parking Policy 2020
~~Statement of Proposal~~ Post-
consultation proposed
amendments

~~August~~ July 2020



Contents

1.Purpose of the parking policy 3

2.Introduction 4

 2.1 Our future city 4

 2.2 What is our role in parking and where does the parking policy fit?..... 5

 2.2.1 How does parking fit with the transport hierarchy and transport strategy? .. 7

 2.2.2 How does parking fit with the District Plan?..... 7

 2.2.3 How does parking fit with a Place and Movement Framework? 7

 2.2.4 How does parking fit with other Council decision-making? 8

3.The parking problem 10

 3.1 What is causing the parking problems?..... 10

 3.1.1 Parking supply is decreasing 10

 3.1.2 Access needs are not always met 11

 3.1.3 Climate change 11

 3.1.4 The value of parking is not fully recognised..... 12

 3.1.5 Parking management is not tailored to local areas..... 12

 3.1.6 What do these factors mean for parking management?..... 12

 3.2 What do these factors mean for parking management?..... 12

4.The draft parking policy 11

 4.1 Draft parking policy objectives 11

 4.2 Draft parking policy principles 12

 4.3 Draft parking space hierarchy – how we will prioritise parking?..... 15

 4.5.1 Proposed approach for pricing Council parking 20

 4.5.2 Proposed parking management tools for key transport routes..... 21

 4.5.3 Proposed parking management tools for the central city 23

 4.5.4 Proposed parking management tools for suburban centres 25

 4.5.5 Proposed parking management tools for city fringe and inner-city suburbs 27

 Draft design for a new residents’ parking scheme..... 29

 4.5.6 Proposed parking management tools for outer residential areas..... 31

 4.5.7 Proposed parking management tools for Council parks, and sports, recreation and other community facilities..... 32

 4.6 Ensuring access for all..... 29

5. How to have your say **Error! Bookmark not defined.**

 5.1 What is the submission timeframe?..... **Error! Bookmark not defined.**

 5.2 What happens to your feedback? **Error! Bookmark not defined.**

Glossary

Active transport modes – non-motorised forms of transport that use human physical activity to move, such as walking and cycling.

Area-based approach – a holistic and integrated approach to an area of the city that has acute parking issues.

Carbon emissions – Transport-related carbon dioxide emissions.

Central city – includes the Golden Mile, Thorndon Quay, the Parliament precinct/ Molesworth street area of Thorndon, Cuba street area as far as Webb Street and Kent/ Cambridge Terraces, and part of Oriental Bay to the band rotunda.

Exponentially – the hourly price increases every additional hour of stay.

Let's Get Wellington Moving – a joint initiative between Wellington City Council, Greater Wellington Regional Council and the NZ Transport Agency. It focuses on the area from Ngauranga Gorge to the airport, encompassing the Wellington Urban Motorway and connections to the central city, Wellington Regional Hospital and the eastern and southern suburbs.

Micro-mobility – small, light vehicles like bicycles, electric scooters and electric bicycles. Does not include mobility aids or powered or unpowered wheelchairs.

Multi-occupied dwelling – a dwelling occupied as a house share of three or more unrelated adults, such as a student flat-share or group of young professionals.

On-street parking – parking your vehicle on the street as opposed to in a garage, parking building or on a driveway. On-street parking in urban areas is often paid parking and/or has time restrictions.

Off-street parking – parking your vehicle anywhere that is not a street, such as a garage, parking building or on a driveway. Can be indoors or outdoors, and be private or commercial parking.

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Parking designations – a parking area marked by signage and/or road markings that is restricted to a vehicle type and/or valid permit-holders only, for example, loading zones, mobility parking spaces, taxi stands, residents' parking.

Pedestrians/Walking – people moving about in the physical space for transportation, wellness and fun, whether this is with or without a mobility device/aid such as a wheelchair, walking frame, pram or stick.

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Short-stay parking – time limited parking spaces of three hours or less.

Urban design features – street trees, footpath buildouts, sculptures, seating and similar features that enhance public spaces.

User pays – a pricing approach where consumers (users) pay the full cost of the goods or services that they use.

1. Purpose of the parking policy

The parking policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving the vision for Wellington.

It covers Council-controlled off-street parking, mobility parking, car share parking, loading zones, taxi stands, short-stay parking, parking for residents, buses and coaches, motorcycles, electric vehicle charging and on-street parking for bicycles and micro-mobility (eg, e-scooters).

The Council is not the only provider of parking, for example, in the central city, the Council manages 14 percent of the total estimated parking supply and private providers make up the rest. This policy recognises that Council parking is part of a complex travel and transport system. When the Council makes parking management decisions, we will need to consider private parking supply, how it is managed and the Council's role to address the gaps in the overall parking market.

This document outlines the Council's role and how we manage our parking supply. ~~The proposed changes in~~ the parking policy ~~are~~ is designed to manage parking pressures over the next 10 to 20 years as our city grows, and as our transport infrastructure is improved to support city development.

2. Introduction

Parking is an important part of our city life. It is part of how many people access our city and its services.

Our expectations for parking have been built on our increased reliance on private vehicles over the past century. However, we are already operating in a constrained environment. The supply of Council-controlled parking spaces, particularly in the central city, has decreased for a number of reasons, and our population and car ownership is growing. This has resulted in challenges and pressure points for parking, which we need to balance.

As we look to the future, we need to consider the expected trends and how we want to shape our city. We will need to change how we move into and around the city and the effect this has on how we use our streets, including parking spaces.

2.1 Our future city

The Council's vision for Wellington is built around people and communities. The future city will be a place where people and goods can easily move to and through the city, based on a transport system that can accommodate moving more people using fewer vehicles. We have also taken an environmental and resilience leadership role and have set a goal to be a zero-carbon capital by 2050.

As our city changes and evolves over time, we want to make sure we don't lose what makes our city special for so many people – its dynamic compact urban form that offers the lifestyle, entertainment, retail and amenities of a much bigger city.

In addition to being a place of creativity, exploration and innovation, we want to ensure the central city continues to support the regional economy.

2.2 What is our role in parking and where does the parking policy fit?

The Land Transport Act 1998 gives the Council power to impose parking controls as a road controlling authority. We are responsible for managing road space for various purposes, including parking. We also have an enforcement role.

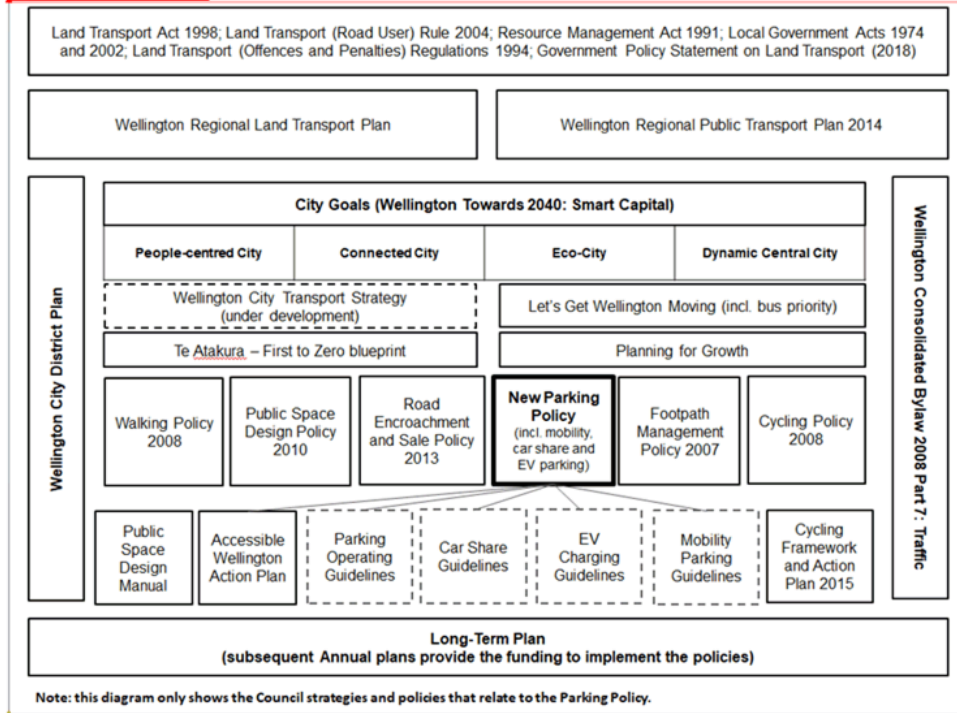
As a local authority, we also take into account the current and future interests of the community when making decisions. Our core role is the provision of public goods.

Parking restrictions are implemented through Council's traffic bylaw and through the traffic resolution process. Those parking controls set by the Wellington Consolidated Bylaw 2008 Part 7: Traffic, are enforced through infringement fees. The infringement fees are set through the Land Transport (Offences and Penalties) Regulations 1999 administered by the Ministry of Transport.

Our parking policy helps enable these roles. It sets the objectives and principles for parking in the city for the future in a way that supports our broader objectives of preparing the city for population growth, making the city more people friendly, supporting economic growth including retail, hospitality and tourism and moving more people using fewer vehicles in the future.

The ~~proposed~~ parking policy ~~would~~ replaces the ~~current~~ Parking Policy 2007, the Mobility Parking Policy 2005 and the Car Share Policy 2016. New operational guidelines or protocols will be developed, where required, to clarify day-to-day parking management activities.

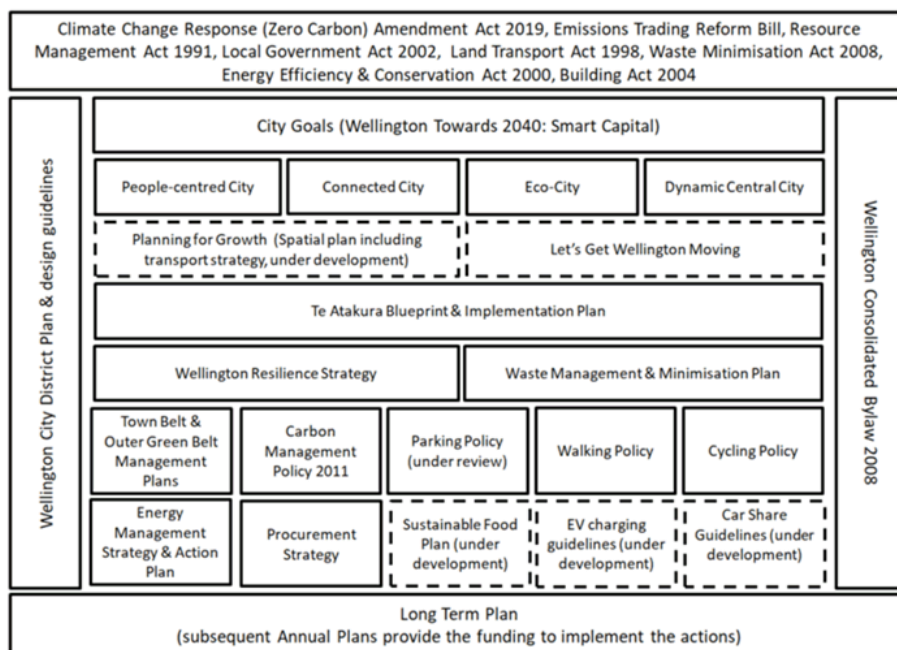
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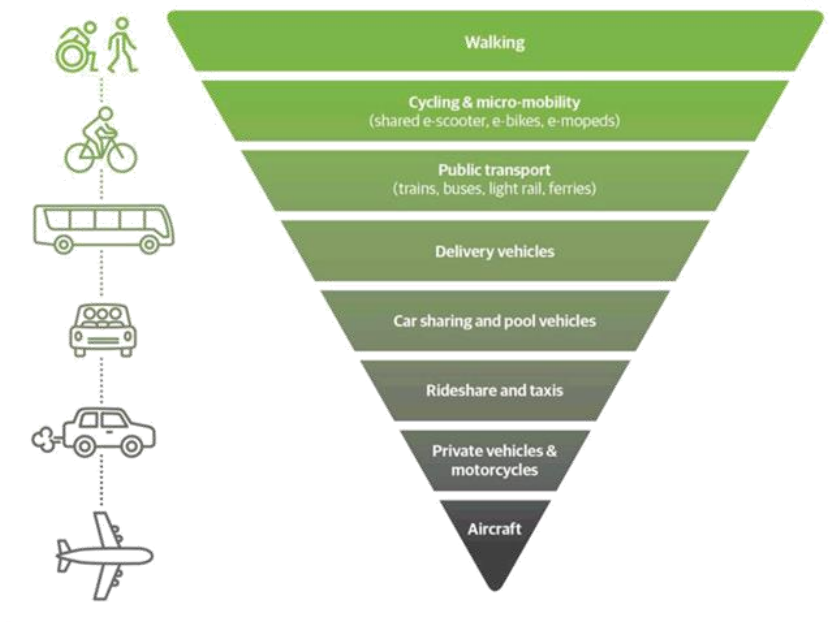
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This diagram provides a snapshot of the travel and transport system related documents that guide Council decision-making. There are other documents on different issues and topics of equal importance.

2.2.1 How does parking fit with the transport hierarchy and transport strategy the draft Spatial Plan?

The transport hierarchy from the Te Atakura First to Zero: Wellington’s blueprint for a Zero Carbon Capital is below. A key aspect of this hierarchy is that active modes of transport, such as walking and cycling, and public transport have the highest priority. This means that when we are making decisions on using road space, they take a higher priority to parking. This is reflected in the parking priorities set out in the parking policy. The proposed new draft Spatial Plan Transport Strategy 2020–2050, currently in development, will provide the strategic direction for where urban development will occur in the future and how this will influence our transport decisions, whether they are operational priorities, investment in new infrastructure or changes to our District Plan and other planning and regulatory tools. Our transport system and land use plans need to be realigned to achieve the sustainable future people have told us they want – where we live and work influences how we move so it is important that these priorities are aligned. The new draft Spatial Plan Transport Strategy 2020–2050 is an integrated land use and transport strategy which aims to move more people with fewer vehicles. It will by focusing future growth to areas that are close in proximity to key public transport routes, and where there are opportunities for walking and cycling are prioritising walking, cycling and public transport over other forms of transport.

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Comment [b1]: New diagram shows 'walking' includes the use of mobility aids

2.2.2 How does parking fit with the District Plan?

The Resource Management Act 1991 requires Council to have a District Plan in place which sets out how land use and development will be managed ~~provides the framework, direction and powers for Council to manage land use and planning through a District Plan.~~ The Council can set its District Plan ~~to control the use of private land for carparking alongside~~ and decisions on how public land, including roads, is best used. This can influence the supply, design and use of off-street and private parking. Currently, the District Plan has no minimum car parking rules in some areas including the central city, business (mixed use and industrial) and centres zones. A developer or landowner can choose to provide car parking if desired, ~~in response to market demand. We may want to require off-street parking in areas where we do not want on-street parking, for example, on key transport routes or streets that are narrow, winding and at capacity.~~

~~On 23 July 2020, the Government gazetted the National Policy Statement on Urban Development 2020 (NPS-UD). It came into effect on 20 August 2020 replacing the National Policy Statement on Urban Development Capacity 2016. The NPS-UD states that a territorial authority, such as Wellington City Council, must change its district plan to remove any effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, other than in respect of accessible car parks. This includes objectives, policies, rules and assessment criteria. These changes must be made within 18 months of the NPS-UD coming into effect.~~

~~This means for future new development in the city, including outside of the central city, there will be no minimum off-street parking requirement, except for accessible car parks.~~

The ~~current~~ Planning for Growth programme and ~~upcoming~~ District Plan review provides a timely opportunity to ~~review these rules and implement this new requirements~~ to support the parking policy.

2.2.3 How does parking fit with a Place and Movement Framework?

Wellington's roads and streets ~~need to~~ provide a wider range of benefits to the city, ~~often within a physically constrained space. How we use and design our roads and streets directly influences place identity, accessibility, public health, inclusivity, including liveability,~~ sustainability and economic growth, ~~while whilst providing enabling~~ for efficient and safe movement.

A tool that can ~~be used for transport network planning is a Place and Movement Framework. A Place and Movement Framework~~ complements the transport hierarchy and the parking space hierarchy ~~by ensuring place, land-use and mode choice are given equal consideration. is a Place and Movement Framework. A Place and Movement Framework~~ It guides decision-making by categorising the streets within different areas of the city. The framework assigns both a "place" value and a

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"movement" value to each street – for example, are they places that have specific character where people want to spend time and socialise, or are they streets that move a significant volume of people through an area to connect to a different destination?

Streets are classified along a spectrum of place and movement in a matrix and this determines how they are designed and how space is allocated to different uses (sitting, dwelling/relaxing, walking, cycling and moving using all other forms of public and private transport).

For example, if the street type is classified as predominantly for movement then it may be more likely that on-street parking is removed or reduced to provide for safe and efficient movement of pedestrians and Public Transport; whereas low volume traffic streets and streets with lower place value may be a more suitable location for some on-street parking.

We are in the process of developing a Place and Movement Framework for Wellington City as part of the Let's Get Wellington Moving work programme.

2.2.4 How does parking fit with other Council decision-making?

The scope of the proposed parking policy is limited to applying parking management tools and allocating of space for parking. However, the objectives of the policy cannot be met without changes to this policy also being considered within other wider Council decisions about new development and facilities, infrastructure and changes to the public transport network that are made by Greater Wellington Regional Council. For example, decisions about the location of a new Council facility, such as a library or sportsfield, will be made with access and suitability of public transport front of mind.

2.2.5 How does the parking policy fit with Te Tiriti o Waitangi (the Treaty of Waitangi)?

The Council's Te Tiriti obligations are a requirement of the Resource Management Act 1991 and Local Government Acts 1974 and 2002. For example, the Resource Management Act requires the Council to consider matters of significance to tangata whenua, such as:

- the principles of the Treaty of Waitangi and their application to the management of resources [section 8]
- recognition and protection of Māori and their culture and traditions with their ancestral lands, waters, sites, wāhi tapu and other taonga [section 6(e)]
- having particular regard to the exercise of kaitiakitanga or the iwi exercise of guardianship over resources [section 7(a)]
- recognition of any planning document recognised by an iwi authority [section 74(2)b]
- the obligation to consult with iwi over consents, policies and plans.

The Council and local iwi have Memoranda of Understanding in place with Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui) and Te Rūnanga o Toa Rangatira Incorporated (Toa Rangatira).

The memoranda provide the framework for strategic relationships between the iwi

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groups and the Council, enabling our iwi partners to contribute to council decision making. This will be a particular focus of the Planning for Growth programme.

Council Parking Services staff also receive training on Te Tiriti and its role in New Zealand's regulatory environment.

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3. The parking problem

3.1 What is causing the parking problems?

3.1.1 Our city is growing in size and parking demand is increasing

Wellington will be home to another 50,000 to 80,000 residents by 2043, with nearly half of the growth in the central city and existing suburban centres. That is the equivalent of the Masterton and Porirua populations being added ~~to~~ within our existing city boundaries. Wellington region's population is also projected to grow and, therefore, more workers will commute into the city from the wider region. Planning for Growth Spatial Plan is the Council's planning framework that will determine how and where the city will grow over the next 30 years to accommodate this growth.

More recently there has been increased urbanisation: more people living in the central city and inner-city suburbs increases the pressure on parking space availability. People increasingly expect to be able to walk, shop, dine and spend time in places that are attractive and safe.

To accommodate this population growth, we need a more efficient transport system that makes better use of our limited road space. This means moving more people using fewer vehicles; using public transport more; more people walking and cycling and fewer people driving and parking in busy areas.

Other factors that effect on parking demand include:

- an ageing population
- average number of cars per household
- changes to the retail and hospitality sector – how and where we shop and when, where and how we spend our leisure time
- changes in patterns of commuting, such as working from home, more demand for park and ride options and the growing uptake of micro-mobility (electric scooters and bicycles), electric cars, car sharing and ridesharing.

3.1.2 Parking supply is decreasing

~~The total number of on-street and off-street parking spaces is high in Wellington compared to cities with much larger populations, such as Stockholm.~~ Over time, the supply of Council-controlled parking spaces, particularly in the central area, has decreased. This is due to:

- the loss of parking buildings from earthquake damage.
- reallocating on-street road space to support national¹, regional² and city priorities for pedestrian-focused developments and to support active and public transport.

¹ The Government Policy Statement on Land Transport 2018.

² Wellington Regional Public Transport Plan and Wellington Regional Land Transport Plan.

We are implementing a cycle network programme to create cycleways that will make it easier and safer for people biking and walking. In addition, the Let's Get Wellington Moving \$6.8 billion work programme will create a significantly improved transport system over time. To achieve this, we need to start creating space along some key transport routes. It will mean removing some on-street parking spaces and prioritising the on-street space that is left. This will allow for a more effective public transport system with faster and more regular services. It will also mean we can drive less as other transport options (including cycling) will provide greater choices for us all.

- Reprioritising Council-managed off-street parking for other purposes, such as the temporary, but medium-term, relocation of the Royal New Zealand Ballet to the Michael Fowler Centre car park.
- Supporting initiatives to decrease carbon emissions and congestion by providing more space for electric-vehicle charging stations, car share and micro-mobility.

As a consequence of parking demand increasing and parking supply decreasing, the competition for road space is on the rise. The challenges and pressure points vary around the city and are different depending on the time of day and day of the week. In addition to competition for road space between road users, there is competition between users of the parking system, for example, residents, commuters and shoppers.

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3.1.3 Access needs are not always met

Wellington is a people-centred city and we want to enable everyone to contribute and participate, including those that do not drive. As well as those that chose not to drive, mMany people face social and physical barriers and we need to ensure the city is accessible for all. For those who find active and public transport does not meet their needs, such as disabled people, older people, and parents with young children, their expectation is for an accessible city where they can readily access facilities, goods and services when and where they need to. The reality is that this expectation is not always met.

3.1.4 Climate change

In June 2019 Wellington declared a climate emergency and set the goal to become a zero-carbon capital by 2050. This means the Council will put protecting our environment and climate change at the front and centre of decision-making. We anticipate that we need to significantly reduce carbon emissions between 2020 and 2030.

Road vehicle emissions comprise approximately 38 percent of the city's carbon emissions. How we manage parking can support many of the proposed emissions reduction initiatives such as:

- prioritising road space for active and public transport modes
- allocating more on-street parking spaces for car share vehicles
- electric vehicle charging facilities and pick up/drop off areas for ride share services

- providing micro-mobility parking to encourage their uptake.

The price of parking can also be used to influence what vehicles people drive plus how often and where they drive.

3.1.5 The value of parking is not fully recognised

Pricing of most Council-controlled parking is not fully user pays. The price at the meter or for the permit does not take in to account the full costs of parking vehicles, such as the lost opportunity to use the space for something else, the lost amenity and the cost on the environment.

Price can also exclude people who cannot afford to pay for parking at all.

Parking fees did not change between 2009 and 2017. As a result, how we set parking fees or the outcome from any price change is not always clear to the community. We need a clear pricing methodology that is linked to the parking policy's objectives.

3.1.6 Parking management ~~is not~~ **should be** tailored to local areas

Parking issues often involve factors such as transport issues, urban planning decisions, the topography, and the nature of local business, services and facilities. Parking management also needs to consider the relationship between both the on-street and nearby off-street parking.

If we do not consider all these factors, parking in some areas may not achieve:

- the best use of the space
- maximising the number of spaces per area
- the ideal turnover of cars per space
- the ideal occupancy rate for the space.

Using a tailored and 'whole-of-system' approach is called area-based parking management.

3.2 **Summary: w**What do these factors mean for parking management?

There is tension between competing interests of parking availability, using public space and parking affordability.

Demand is **increasing** due to:

- population growth
- an aging population
- increasing car ownership rates per household, and
- business growth in the city centre.

Council supply is **decreasing** due to:

- the loss of parking buildings from earthquake damage

- ~~· reallocating road space to better allow for national, regional and city priorities to support pedestrian-focused developments, and increase travel using active and public transport~~
- ~~· reprioritising Council-managed off-street parking for other purposes, and such as the Michael Fowler Centre car park for the New Zealand National Ballet building~~
- ~~· supporting initiatives to decrease carbon emissions and congestion by providing more space for electric-vehicle charging stations, car share and micro-mobility.~~

People often expect parking when and where they need it, at a reasonable price, but the Council on-street parking supply is decreasing and is expected to continue to decrease. Many areas of the city have complex and challenging parking issues because of this.

Some people are willing and can switch to using active or public transport but the incentives or, conversely, disincentives, to make this change are often not strong enough to do so. For many people, driving a private vehicle and parking is still cheaper, easier and more convenient than using other types of transport.

Demand is **increasing** due to:

- ~~– population growth~~
- ~~– aging population~~
- ~~– increasing car ownership rates per household~~
- ~~– business growth in the city centre.~~

Council supply is **decreasing** due to:

- ~~– loss of parking buildings from earthquake damage~~
- ~~– reallocating road space to better allow for national, regional and city priorities to support pedestrian-focused developments, and increase travel using active and public transport~~
- ~~– reprioritising Council-managed off-street parking for other purposes such as the Michael Fowler Centre car park for the New Zealand National Ballet building~~
- ~~– supporting initiatives to decrease carbon emissions and congestion by providing more space for electric-vehicle charging stations, car share and micro-mobility.~~

To achieve the type of the city we want, our parking needs to change. We need to make sure that parking aligns more clearly with our strategic fit diagram on page 5 of this document. The Policy ~~needs to provide~~s guidance on how to balance these challenges.

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4. The ~~draft~~ Parking policy

The ~~draft~~ policy is made up of the following components:

- parking objectives – what we want to achieve
- guiding principles – how we will make parking decisions
- parking space hierarchy – how we will prioritise parking in different areas or the city
- area-based approach – how we will take an area-by-area approach to making parking changes in the city.

The policy will be supported by parking management tools – how we manage demand and supply in different parts of the city. [This includes the enforcement of parking rules through the Wellington Consolidated Bylaw 2008 Part 7: Traffic.](#)

4.1 ~~Draft~~ Parking policy objectives

The ~~draft~~ parking policy objectives set out **what** we want to achieve – now and into the future.

The objectives are designed to guide the Council when it makes parking decisions.

Cities are complex and Wellington is in the process of moving from a transport system that is car dependent to one where active (eg, walking and cycling) and public transport will play a bigger role. There is a natural tension between some objectives, and this is unavoidable. Parking decisions will often require trade-offs between competing demands. One of the most difficult trade-offs is between immediate private/individual benefits and changes that benefit the wider community and the community of the future.

The objectives (in no particular order):

- **Support shift in type of transport used** – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.
- **Support safe movement** – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
- **Support business wellbeing** – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
- **Support city ~~place-making, amenity and safety~~** – ensure on-street parking design and placement supports overall city amenity, safety, [community building, heritage, creative arts](#), good urban design outcomes and attractive streetscapes.
- **Support access for all** – ensure disabled people, older people, people who are pregnant, and people with babies can access ~~car parks throughout~~ the city, Council facilities, and venues. This will be achieved, in part, [through an improvement in mobility parking across the city.](#)

- **Support move to becoming an eco-city** – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon emissions, better water quality, air quality, stormwater management and biodiversity outcomes.
- **Deliver service excellence and a safe working environment** – provide a high standard of customer service for people who use Council parking spaces to support users to make well-informed parking decisions. ~~and This includes~~ introducing self-service and automated processes for all parking charges and permits to improve the parking experience (as technology allows) and improving the availability of parking information. Ensure a safe working environment for those who deliver the parking service.

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4.2 ~~Draft P~~ parking policy principles

The ~~draft~~ parking policy principles set out **how** we will apply and manage the policy.

The principles (in no particular order):

- **Principle A: make iterative parking changes that are linked to improvements in the overall transport system, specifically improvements to public transport, walking and cycling. Any parking management changes will consider the effect that related changes in revenue will have on ratepayers.**

The city is in a period of transition where significant investment is being made to do this, but it will take time.

Consequently, changes to how parking is provided and managed need to be made incrementally over time, in consultation with effected communities, and support and be aligned to improvements in the overall public and active transport system.

The changes also need to consider the broader context of the Council’s funding, and the effect any changes could have on ratepayers.

- **Principle B: manage the decreasing supply of Council- controlled parking by prioritising how space is used and who uses the spaces to achieve an optimum level of use.**

We have developed a draft parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. The parking space hierarchy forms a key part of the new parking policy. See the next section for more details.

- **Principle C: ensure that access to the city centre, Council facilities and suburban centres is inclusive and prioritises people who can’t use active and/or public transport, and those that do not drive.**

The draft parking policy prioritises on-street and off- street mobility parking spaces and supports designated parking spaces for a broader group, for example, older people, people who are pregnant, and people with babies at Council parking buildings and facilities where there is known demand and it is practicable to do so.

- **Principle D: parking is priced at a level that achieves policy objectives, is**

12

DRAFT – Parking Policy Review report - Statement of Proposal

consistent with broader transport objectives and supports Let's Get Wellington Moving.

The overall approach to pricing favours making smaller pricing changes more frequently over larger infrequent changes. The Council will ensure that any increases are reasonable, justifiable, well communicated, and linked to policy objectives. The pricing methodology will be based on achieving the best use and highest priority uses for the parking spaces. Pricing will better reflect the demand, the land value and the opportunity and environmental costs of providing parking.

- **Principle E: support local area-based parking plans where there is evidence-based need and community support.**

Introduce area-based planning to ensure more holistic travel and transport planning that supports the best possible mix of active and public transport, off-street and on-street parking, and footpath and vehicle usage. A more joined-up approach will consider the use of the on and off-street space for pedestrians, active and public transport, and vehicles.

From time to time parking issues arise that require a tailored approach for an area of the city. The area surrounding the airport – where there was significant overflow of airport parking – is a recent example of that. In the future, any significant change to the transport infrastructure in a particular area will effect the provision of parking and also require a 'whole-of-transport-system' approach.

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.

- **Principle F: primarily focus the Council's role on prioritising existing space, not on increasing parking supply. This includes considering alternative higher-value use of the land currently used for parking.**

In the central city, the Council is a small provider of parking supply and management. In the long term the Council can influence the provision, design and location of off-street parking through the District Plan. In the short-term the Council is focusing on prioritising the use and the users of the 14 percent of central area parking spaces it controls, and parking more generally in the rest of the city.

From time to time, the Council may provide additional temporary parking to support the Let's Get Wellington Moving work programme.

- **Principle G: provide accessible and timely (and where necessary, real-time) information on parking space location, availability, price, regulation and penalties information.**

The congestion resulting from driving around the city searching for a vacant and appropriate parking space can be reduced by improving the level of and accessibility to parking information so that parking users can make informed choices about their travel and parking options.

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Parking space occupancy and compliance can also be improved by providing more information and making it easier for drivers to find that information.

- **Principle H: align Council business operations and relevant policies with the parking policy and report annually on performance.**

To ensure that related transport and land-use policies and guidance give effect to the parking policy and tTo ensure the Council can determine whether it is managing its parking effectively and efficiently, it will monitor long-term outcome indicators of its business operations plus performance measures to ensure objectives are being met. Where they are not being met, the Council can make the necessary changes to how parking is being managed.

4.3 How we will know we are successful

To help clarify the intent of the objectives and principles, the following long-term measures and indicators will show the impact the policy is having. The desired trend is indicated.

Primary measures directly attributable to implementing the parking policy:

- Ratio of residents' parking permits to spaces - decrease
- Number of mobility parks - increase
- Mobility parks design meets Council guidelines - increase
- Number of car share spaces - increase
- Number of EV charging spaces - increase
- Non-user parking at parks, sports, recreation and other community facilities designated parking during opening hours decreases

Secondary measures indirectly attributable to implementing the parking policy:

- Car usage rates - decrease
- Travel times on key routes - decrease
- Public transport, walking, cycling and micro-mobility trips - increase
- Retail spend - maintain / increase
- Retail foot traffic - increase
- Proportion of road corridor used for parking - decreases

Plus continue to report, through the Annual Report process, on the following two performance measures:

- Parking utilisation (current measure is for parking occupancy of 65-85%) - improves
- Residents' satisfaction of parking availability - improves
- Residents' perception of enforcement fairness - improves

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4.34.4 ~~Draft~~ parking space hierarchy – how we will prioritise parking?

As Wellington city grows, the demand for the limited supply of on-street and Council off-street space will also grow. This demand must be managed to reduce congestion and ensure reasonable access for all.

As parking demands vary in different locations throughout the city, we have set draft priorities for the types of area:

- key transport routes
- the central area (central business district)
- suburban town centres – such as the shopping precincts of Kilbirnie, Johnsonville, Tawa, Karori etc
- city fringe areas
- residential streets
- our parks, sports, recreation and other community facilities
- Council-managed off-street parking.

This pressure will be highest in business and retail centres where there are concentrations of public services, and at recreation facilities. Improvements to support active and public transport will require extra road space to operate safely and efficiently.

We have developed a ~~draft~~ parking space hierarchy that supports the transport priorities to guide us when we are making parking provision decisions and allocating parking spaces. The parking space hierarchy describes which types of parking have the highest and lowest priorities in different areas. It also sets out the priority level for that type of parking space, not the amount of spaces. For example, mobility parking is a high priority in most areas but not all spaces available will be mobility parking spaces.

Location	Highest priority	High priority	Med priority	Low priority	Lower priority	Lowest priority
Key transport routes	Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction and maintenance works)	Bus stops		Urban design features Mobility Loading zones Bicycle and other /micro-mobility Car share Electric-vehicle charging Short-stay (car & motorcycle) SPSV*/taxi stands Motoreycle Public-bus Coach and bus (short stay)	Bus and coach- Residents Commuter (car & motorcycle) Coach and bus (long stay)	The lowest priority across all areas is Long stay parking of private non-motorised vehicles (trailers, towed caravans, boats), advertising vehicles, heavy commercial vehicles and motorhomes

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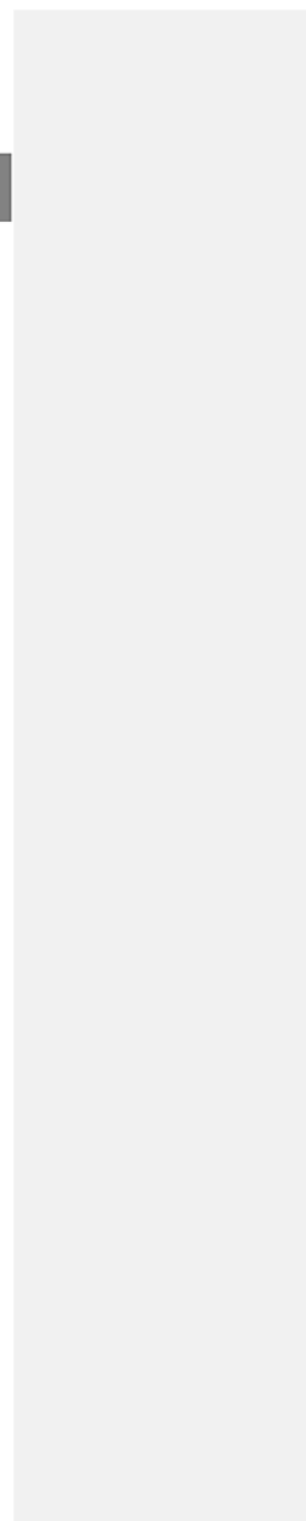
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Central city (does not include the bus interchange)		Bus stops	SPSV*/taxi stands	Coach and bus	Public-bus-layover-		Formatted: Font color: Red	
		Mobility	Car share	Coach and bus	Residents		Formatted: Font color: Red	
		Urban design features	Electric-vehicle charging	Coach and bus	Commuter (car & motorcycle)		Formatted: Font color: Red	
		Bicycle/micro-mobility	Motoreyele				Formatted: Font color: Red	
Suburban centres (shopping precincts)		Loading zone					Formatted: Font color: Red	
		Short-stay (car & motorcycle)					Formatted: Font color: Red	
		Bus stops	Loading zones	Public-bus-layover-	Residents		Formatted: Font color: Red	
		Mobility	Motoreyele-	Coach and bus	Commuter (car & motorcycle)		Formatted: Font color: Red	
City fringe and inner city suburbs		Urban design features	SPSV*/taxi stands	(short stay)	Coach and bus		Formatted: Font color: Red	
		Residents	Car share	(long stay)	(long stay)		Formatted: Font color: Red	
		Car share	Electric-vehicle charging				Formatted: Font color: Red	
		Bicycle/micro-mobility					Formatted: Font color: Red	
Outer residential areas		Short-stay (car & motorcycle)					Formatted: Font color: Red	
		Bus stops	Mobility	Short-stay-	SPSV*/taxi stands		Formatted: Font color: Red	
		Urban design features	Electric-vehicle charging	Loading zones	Motoreyele-	Commuter (car & motorcycle)		Formatted: Font color: Red
		Residents	Car share	Public-bus-layover	Coach and bus	Coach and bus		Formatted: Font color: Red
Council parks, and sports, recreation and community facilities off-street parking		Coach and bus (short and long stay)					Formatted: Font color: Red	
		Urban design features					Formatted: Font color: Red	
		Bicycle/micro-mobility	Electric-vehicle charging	Car share	Public-bus-layover-	Loading zones		Formatted: Font color: Red
		Mobility		SPSV*/taxi stands	Residents		Formatted: Font color: Red	
Council's central-city off-street parking	N/A	Short-stay (car & motorcycle)		Commuter (car & motorcycle)			Formatted: Font color: Red	
		Coach and bus (short and long stay)					Formatted: Font color: Red	
		Urban design features					Formatted: Font color: Red	
		Bicycle/micro-mobility	Car share				Formatted: Font color: Red	
		Mobility	Electric-vehicle charging	Commuter	Coach and bus-	Loading zones	Formatted: Font color: Red	
		Short-stay (car & motorcycle)			Public-bus-layover-	Bus stops	Formatted: Font color: Red	
		Coach and bus (short and long stay)				Residents	Formatted: Font color: Red	
		Urban design features				SPSV*/taxi stands	Formatted: Font color: Red	

16

DRAFT – Parking Policy Review report - Statement of Proposal

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Location		Parking space hierarchy diagram					
		Highest priority	High priority	Medium priority	Low priority unlikely to be accommodated	Lower priority	Lowest priority
Key transport routes	Bus stops	Urban design features Bicycle/micro-mobility Loading zone Short stay	Urban design features Bicycle/micro-mobility Loading zone Short stay	Urban design features Bicycle and other micro-mobility Car share Electric-vehicle charging Short-stay SPSV/taxi stands Motorcycle Public bus layovers	Urban design features Loading zones Bicycle and other micro-mobility Car share Electric-vehicle charging Short-stay SPSV/taxi stands Motorcycle Public bus layovers	Bus and coach Residents Commuter	
Central city	Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction and maintenance works)	Bus stops Mobility Urban design features Bicycle/micro-mobility Loading zone Short stay	Bus stops Mobility Urban design features Bicycle/micro-mobility Loading zone Short stay	SPSV/taxi stands Car share Electric-vehicle charging Motorcycle	Coach and bus	Public bus layover Residents Commuter	The lowest priority across all areas is Long stay parking of private non-motorised vehicles (trailers, towed caravans, boats), advertising vehicles and motorhomes.
Suburban centres (shopping precincts)		Bus stops Urban design features Bicycle/micro-mobility Loading zone Short stay	Bus stops Urban design features Bicycle/micro-mobility Loading zone Short stay	Loading zones Motorcycle SPSV/taxi stands Car share Electric-vehicle charging	Public bus layover Coach and bus	Residents Commuter	
City fringe and inner city suburbs		Bus stops Urban design features Residents Car share	Bus stops Urban design features Residents Car share	Mobility Electric-vehicle charging	Short-stay Loading zones Bicycle/micro-mobility Public bus layover	SPSV/taxi stands Motorcycle Commuter Coach and bus	
Outer residential areas		Bus stops Urban design features Residents	Bus stops Urban design features Residents	Car share Mobility Electric-vehicle charging	Short-stay parts Loading zones Public bus layover	Bicycle/micro-mobility SPSV/taxi stands Motorcycle Commuter Coach and bus	
Council parks, recreation and community facilities off-street parking		Bicycle/micro-mobility Mobility Short-stay Coach and bus Urban design features	Bicycle/micro-mobility Mobility Short-stay Coach and bus Urban design features	Electric-vehicle charging	Car share SPSV/taxi stands Residents Commuter	Public bus layover Loading zones Bus stops	
Council's central city off-street parking	N/A	Mobility Bicycle/micro-mobility Motorcycle Short-stay	Mobility Bicycle/micro-mobility Motorcycle Short-stay	Car share Electric-vehicle charging Commuter		Loading zones Coach and bus Public bus layover Urban design features Bus stops Residents SPSV/taxi stands	

* Small passenger service vehicles

4.44.5 ~~Proposed~~ ~~A~~area-based approach – how will we implement the new policy?

As suburbs in Wellington City are a mix of more than one type of parking area, an integrated approach (area-based plan) will need to consider, at a minimum, the following:

- Planning for Growth and the review of the District Plan
- the private and commercial off-street parking supply and demand
- current rates of illegal parking such as overstaying, non-payment and parking on the footpaths.
- the needs of schools and early childhood centres
- current and proposed transport system improvements
- current and proposed location of amenities
- current occupancy and turnover rates.

The area-based plans would be developed in discussion with local communities. ~~It is important the community is involved in the development of options but decisions must be evidence-based.~~

The timing for developing and implementing each area- based plan will be based on the following triggers:

- Let's Get Wellington Moving project delivery timeframes
- Wellington City Council Network Connections, Bus Priority and other significant transport projects
- significant public health and safety risks
- technological capability and improvements
- high rates of illegal parking such as overstaying, non-payment and parking on the footpaths.

4.54.6 Our parking management tools – how we will manage demand and supply

The Council's priority is to improve active and public transport infrastructure to decrease single occupancy private vehicle use and, therefore, decrease the demand for parking. Although significant funding is earmarked for this, the shift in travel behaviour takes time and the demand for parking still needs to be managed. When parking demand exceeds parking supply, we ~~are proposing to~~will use a range of parking management tools to address these issues.

~~It is proposed~~the parking management tools will be introduced incrementally, depending on the need and what parking management system is already in place. For example, if the parking problem is already severe, and lower interventions are already in place, the intervention for a severe level ~~should~~will be applied. The parking management tools seek to achieve the parking space hierarchy for the ~~affected~~affected area.

~~It is proposed~~the cost of parking will be used to get the best use of spaces (optimal occupancy and turnover) while parking designations, and permit schemes or restrictions ~~will be~~used to provide spaces for priority parking use types — such as —

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mobility parking, car share parking and loading zones.

An ongoing activity that will complement the parking management tools detailed in the following tables is to explore options with partner organisations to increase active and public transport use, such as travel demand management planning incentives, and bus scheduling. Due to the varied timeframes for implementing improvements to active and public transport some parking management changes will need to be made as a transitional measure.

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Please refer to the specific area-based parking management plan, as they are developed, for the area designation and information on other supporting transport changes.

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4.5.14.6.1 Proposed Approach for pricing Council parking

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The most important tool to manage parking is the fee paid by parking space users, whether this is an hourly rate, the price of a permit or a discount or subsidy. Pricing remained unchanged from 2009 to 2017, although the Council increased the area where fees are charged, and it has not always been clear to the community how those fees have been derived or what the outcome is from the price change. Long term, the proposed parking policy, as it is implemented, will propose a shift to a more demand-based and dynamic approach to pricing and would will link to the proposed objectives and parking space hierarchy.

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For example, we could will introduce a new hourly rate or a higher hourly rate in areas where short-stay parking is a high priority and vehicles currently park for long periods of time. To encourage people to move on from parking spaces within a reasonable time,³ the hourly rate should will increase exponentially over time. Parking time restrictions could then will be removed. If the turnover of vehicles is not high enough to provide adequate access to retail, services and entertainment, we could increase the hourly rate will be increased.

Conversely, in areas where parking occupancy is very low, either at all times or only at certain times of the day or week, the hourly rate could will be decreased to encourage people to move from parking in areas of high demand to the areas of low demand.

This parking approach is a mix of demand-responsive parking and exponential parking charges.

The shift to a new pricing approach for the city is dependent on amending the current Wellington Consolidated Bylaw 2008 Part 7: Traffic and securing funding for new parking infrastructure and technology. In the short-term, pricing could reflect demand. When pricing could be introduced or when current prices need to change is explained in more detail in the following area-specific parking hierarchies.

In addition, it is proposed the Council reviews who is paying to use the street space to ensure all users of street space are charged appropriately and fairly. This includes consideration of appropriate charges for commercial use of street space such as taxi stands, loading zones, private bus/coach parking, micro-mobility and car share

³ short-stay is considered to be less than three hours.

scheme parking. Where certain use types need to be encouraged, charging may be low or temporarily removed until the incentive is no longer required.

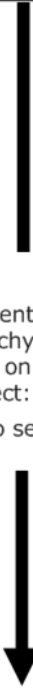
~~4.5.24.6.2~~ Proposed parking Parking management tools for key transport routes

Key transport routes⁴ include roads and streets where there are higher priority transport requirements, such as public transport over on-street parking. On these roads, on-street parking will need to be reduced or removed; either during peak traffic hours only or at all times, to create the road space for dedicated bus lanes or other forms of active and public transport.

The following parking management tools ~~are proposed and would will~~ be implemented over time based on the ~~draft~~ parking space hierarchy for key transport routes outlined in section 4.3.

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⁴ Key transport routes have not been identified in the policy to provide for flexibility as bus and other public transport routes may change over time. Please refer to the specific area-based plan for the detail on area designation.

Parking management issue	Parking management tools	
On-street parking is impeding vehicle movement on key transport routes during peak hours. For example, peak hour bus journeys take longer due to vehicles parked on the street.	Introduce a clearway to restrict parking during the peak hours only.	 <p>Intervention hierarchy based on level of effect: Low to severe</p>
On-street parking is frequently impeding vehicle movement on a key transport route in peak and off-peak hours.	Remove on-street parking from the key transport route. Reassign parking designations in the side streets, if required, following the relevant parking space hierarchy.	
Demand for parking in side streets off the key transport route increases.	Introduce time restrictions.	
Following the introduction of time restrictions, demand for parking in side streets off the key transport route increases.	Introduce parking charges.	
There is limited alternative parking in the side streets off the key transport route.	<p>Explore options with partner organisations to increase active and public transport use, such as travel demand management planning incentives, and bus scheduling.</p> <p>Consider increasing off-street parking supply.</p> <p>This may be through shared parking arrangements with existing private or commercial parking facilities or the creation of a new parking facility. New parking facilities may or may not be managed by the Council and may be a short or long-term solution.</p>	


4.5.34.6.3 ~~Proposed-P~~ parking management tools for the central city

The use of on-street short-stay parking is important to support access to the retail, service and entertainment sectors in the central city. The management of demand needs to be agile to respond both in price and parking restrictions to enable people to access parking when and where it is needed. There is a large supply of non-Council off-street parking in this area which provides for long-stay parking, allowing our short stay on-street parking to be purposely targeted. This applies to the on-street space for four and two-wheeled vehicles (typically both cars and motorcycles/mopeds).

There are distinct parking zones in the central city based on parking space occupancy and vehicle turnover patterns. To make the best use of parking spaces (not over or under-occupied), the price per hour needs to be high enough to reduce demand when occupancy is over 85 percent and low enough to maintain average occupancy above 50 percent. The parking space designations need to be actively managed to ensure that the highest priority parking types are available where possible.

The following parking management tools ~~are proposed and would will~~ be implemented over time based on the ~~draft~~ parking space hierarchy for the central city as outlined in section 4.3

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Existing pay-by-space parking for four-wheeled vehicles		
Parking management issue	Parking management tools	
<i>High demand scenario</i>		
Demand for parking is minor or alternative private off-street parking is available.	Accept effects.	 <p>Intervention hierarchy based on level of effect: Low to severe</p>
Demand for parking increases and overstaying and/or non-payment is becoming frequent.	Increase enforcement to increase compliance.	
Demand for parking is high (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds three hours, and non-compliance is high).	<ol style="list-style-type: none"> Increase hourly charge during the periods of high occupancy. Extend charging timeframe to times of the day and week where demand is increasing. Introduce exponential pricing after the first three hours to encourage turnover. 	
Demand for parking continues even where exponential charges are in place.	Increase the hourly rates during the periods of high occupancy (over 85 percent).	
Demand for parking continues to occur and price increases have not sufficiently reduced demand (occupancy continues to regularly exceed 85 percent).	<p>Explore options with partner organisations to increase active and public transport use, such as travel demand management planning incentives, and bus scheduling.</p> <p>Consider shared use agreements with private parking providers.</p>	
<i>Low demand scenario</i>		
Low occupancy of on-street short-stay parking (occupancy of spaces is consistently under 50 percent).	Decrease the hourly rate during the periods of low occupancy.	<p>Intervention hierarchy based on level of effect: Low to significant</p>
Low occupancy of on-street short-stay parking continues despite decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).	Reduce the charging timeframe;	

The following management tools for motorcycle parking are similar to those proposed for four-wheeled vehicles.

Competition for motorcycle parking is already high and as competition for public on-street road space increases, it is expected that long-stay or commuter motorcycle parking in the central city will need to shift to commercial off-street parking facilities. It is likely that time restrictions or pricing will need to be introduced to manage demand.

~~The Council will~~ ~~We propose to~~ prioritise short-stay parking and access to facilities and services in the city for motorcycles over long-stay or commuter parking.

The management tools ~~would will~~ apply bay by bay and not necessarily be applied to all motorcycle parking bays in all locations in the central city at the same time. The management tool used will reflect the demand and use pattern in that area, which will vary during the day and during the week.

Parking for motorcycles at on-street motorcycle parking bays		
Parking management issue	Parking management tools	
<i>High demand scenario</i>		
Demand for motorcycle parking is minor or alternative private off-street parking is available and being used.	Accept effects.	 <p>Intervention hierarchy based on level of effect: Low to severe</p>
Demand for motorcycle parking increases and inappropriate parking more common (such as parking on the footpath).	Increase enforcement to increase compliance.	
Demand for motorcycle parking is high (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds three hours, and non-compliance is high).	Introduce time restrictions to prioritise short-stay parking of motorcycle and to increase turnover of spaces during the periods of highest occupancy.	
Demand for motorcycle parking remains high, (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds three hours, and non-compliance is high).	<ol style="list-style-type: none"> 1. Introduce a parking charge proportional to the road space used per motorcycle during the periods of highest occupancy. 2. Extend charging timeframe to times of the day or week where demand is increasing. 3. Introduce exponential pricing after the first three hours to 	

DRAFT - Parking Policy Review report - Statement of Proposal

23

	encourage turnover.	
Demand for motorcycle parking continues even where exponential charges are in place.	Increase the hourly rates during the periods of high occupancy (over 85 percent).	
Demand for motorcycle parking continues to occur and price increases have not sufficiently reduced demand (occupancy continues to regularly exceed 85 percent).	Explore options with partner organisations to increase active and public transport use, such as travel demand management planning incentives, and bus scheduling. Consider shared use agreements with private parking providers or other ways to increase motorcycle parking space supply.	
<i>Low demand scenario</i>		
Low occupancy of on-street motorcycle parking at certain times of the day or day of the week (occupancy of bay space is consistently under 50 percent).	Explore opportunities for shared use of the space at times of low demand.	<p style="text-align: center;"> </p> <p>Intervention hierarchy based on level of effect: Low to significant</p>
Where charges are in place: Low occupancy of on-street motorcycle parking (occupancy of bay spaces is consistently under 50 percent).	Decrease the hourly rate during periods of low occupancy.	
Where time restrictions are in place: Low occupancy of on-street short-stay motorcycle parking continues despite decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).	Reduce charging timeframe or time restriction.	

24 DRAFT – Parking Policy Review report - Statement of Proposal



After removing time restrictions and charges: Low occupancy of on-street motorcycle parking (occupancy of bay space continues to be consistently under 50 percent).	Consider whether the location and/or provision of the motorcycle bay is appropriate. Apply the parking space hierarchy for the central city when determining future use of the road space.	
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4.5.44.6.4 Proposed parking ~~Parking~~ management tools for suburban centres




Our suburban centres are active retail destinations and important for local community services. Parking has tended to be less stringently managed and supply is more readily available in these areas. However, with an increasing population and placing a higher priority on active and public transport over parking on key transport routes, it is expected that parking will be more constrained in the future. Increased tools to manage demand are expected to be needed and are described as follows.

The National Policy Statement for Urban Development 2020 may create a demand shift for on-street parking, over the next few decades, in areas with good access to public transport.

The following parking management tools ~~are proposed and would will~~ be implemented gradually over time based on the draft parking space hierarchy for suburban centres as outlined in section 4.3.

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Parking management issue	Parking management tools	
<i>High demand scenario</i>		
Demand for parking is minor or alternative private off-street parking is available.	Accept effects.	 Intervention hierarchy based on level of impact: Low to severe
Demand for parking increases and overstaying and/or non-payment is becoming frequent.	Increase enforcement to increase compliance.	
Demand for parking is high (occupancy of spaces is often over 85 percent, turnover is low, turnover of spaces is low, and non-compliance is high).	1. Introduce or reduce (if in place) time limit restrictions. 2. Increase enforcement to ensure compliance.	

Demand for parking continues to increase, (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, and non-compliance is high).	Introduce charges when parking occupancy is high.	
Demand for parking occurs during time periods outside of current charging timeframe (occupancy of spaces is consistently over 85 percent, non-compliance is high).	Extend charging timeframe into new time periods.	
Demand for parking continues to occur and price increases have not sufficiently reduced demand (occupancy continues to regularly exceed 85 percent).	<p>Explore options with partner organisations to increase active and public transport use, such as travel demand management, planning incentives, and bus scheduling.</p> <p>Consider shared use agreements with private parking providers or other ways to increase parking space supply.</p>	
<i>Low demand scenario</i>		
Low occupancy of on-street short-stay parking occurs (occupancy of spaces is consistently under 50 percent at evenings and weekends).	Decrease the hourly rate during the periods of low occupancy.	 Intervention hierarchy based on level of effect: Low to significant 
Low occupancy of on-street short-stay parking continues despite decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).	Reduce charging timeframe for parking.	

<p>Low occupancy of on-street short-stay parking continues despite reducing charging timeframe and decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).</p>	<p>Remove parking charges and any time restrictions.</p>
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~~4.5.54.6.5~~ Proposed parking Parking management tools for city fringe and inner-city suburbs

There are many parking pressures in the city fringe and inner-city suburbs and often there is limited commercial and private off-street parking. Residents' parking schemes prioritise residents to park on the street, and coupon parking schemes allow commuters to park close to the city relatively cheaply.

The National Policy Statement for Urban Development 2020 may create a demand shift for on-street parking, over the next few decades, in areas with good access to public transport.

The parking policy ~~proposes-introduces~~ a two-stage approach with changes based on the severity of the parking situation. Firstly, where the effect is moderate, the demand can be managed by making changes to the existing scheme. Secondly, if the demand continues or where the effect is severe, introduce the ~~proposed~~-new scheme.


The ~~proposed~~-new scheme is based on a short stay (P120) approach with "resident exempt" permits for eligible residents. This follows the Auckland Transport model introduced gradually from 2016 and enables short-stay visits for tradespeople and visitors at the same time as discouraging daily commuters parking in the city fringe where it conflicts with residents.

It is anticipated that over time all inner-city suburbs, including Newtown, will need to change to the new scheme.

The following parking management tools ~~are-proposed-and-wouldwill~~ be implemented gradually over time based on the ~~draft~~-parking space hierarchy for city fringe areas as outlined in section 4.3.

Before any new resident-exempt parking scheme can be introduced, funding will need to be secured for a new permitting system and the supporting technology infrastructure. Operational guidelines for a new resident-exempt scheme will be developed and amendments made to the Consolidated Wellington Bylaw 2008 Part 7: Traffic to ensure compliance and enforcement of a new scheme. Once a new scheme is in place, the pre-2020 schemes will be known as 'legacy' residents' parking schemes.

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Parking management issue	Parking management tools	
<i>Stage One: parking demand or conflict is minor to moderate, and a current residents' scheme exists</i>		
Demand for parking is minor or alternative private off-street parking supply is adequate.	Accept effects.	 <p>Intervention hierarchy based on level of effect: Low to severe</p>
Demand for parking is moderate, turnover is low and there is conflict between users.	<ol style="list-style-type: none"> Increase monitoring and enforcement to ensure compliance with the scheme. Reduce, <u>relocate</u> or remove coupon parking in zones where it conflicts with residents and apply the parking space hierarchy priorities for city fringe to reallocate the parking spaces for active transport and low carbon vehicles. 	
Demand for parking remains moderate; turnover remains low and there is increasing conflict between users.	<ol style="list-style-type: none"> Restrict permits to households where there is no off-street parking (availability of off-street parking determined by whether there is a kerb crossing to a residential address and/ or a valid encroachment license). Reduce permits to households where there is no off-street parking to one permit each. 	
<i>Stage two: parking demand or conflict is significant – introduce new scheme</i>		
Demand for parking is significant (eg, ratio of permits issued to available parking spaces is higher than 2:1). Parking turnover is too low to provide short-stay access for residents. Parking conflict between users is significant.	<p>Introduce new residents' parking scheme as per below.</p> <p>The introduction of a new scheme will require community consultation <u>and the implementation of a new permitting system.</u></p>	<p>Intervention hierarchy based on level of effect: Low to severe</p>

28 DRAFT – Parking Policy Review report – Statement of Proposal

<u>Residents' scheme and coupon permit infringements are high.</u>		
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4.6.6 ~~Draft design~~ Design for a new residents' parking scheme

The introduction of a scheme to an area will be guided by the ratio of households with off-street parking to households with no off-street parking. We will consider introducing a resident-exempt parking scheme in those areas and streets where the proportion of households without any off-street parking exceeds 40 percent.⁵

The following ~~draft~~ priorities will be applied until the exemption permit limit (85 percent of total available spaces) is reached.⁶

1. Mobility permit holders
2. Electric vehicle owners with no off-street parking
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking (those built after the 1940s but before 2020)
5. Businesses located within the parking zone
6. New dwellings and homes built after 2020
- 5-7. All existing dwellings with one or more off-street parking space
- 6.1. Businesses located within the parking zone
- 7.1. New dwellings and homes built after 2020
8. Second permits
 - a) Multi-occupied dwellings, and
 - b) All other dwellings

— following the priorities 1–7 above until cap is reached.

The new scheme design would be tailored to address specific parking objectives or overcome particular parking issues:

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⁵ Based on 2019/20 data as the baseline and categorises off-street capacity to include any of the following: a driveway via a kerb crossing; a garage (whether or not it is actively being used to store a vehicle) or an encroachment licence issued for the purpose of parking. Current data to be used at the time of implementing any new scheme.

⁶ The priority ranking does not determine the number of parking spaces allocated. Multi-occupied dwellings will receive two exemption permits where other criteria are met.

Scheme issue	Scheme design feature
Insufficient on-street parking for residents with no off-street parking and for visitors. Competition for space with daily, predominantly weekday, commuters.	Move and/or reduce the amount of coupon parking. Increase supply for residents and parking turnover for short-stay visitors. In high-demand areas, this may include pay-by-space parking. Provide street space for micro-mobility parking, mobility parks, and car share scheme spaces.
Large resident parking zone areas resulting in people driving within zone to be closer to the central city/shops/ other amenities or people "storing" secondary cars away from their home.	Design smaller exemption zone areas.
Enable closer management of supply and demand, but with enough scope to support short-term visitors and tradespeople.	Cap on overall permits available (85 percent of spaces available). Set annual application and renewal date and only issue permits for 12 months (with refund option for those moving out of an area).
Improve scheme administration efficiency and costs. Inappropriate use of permits. Provide reasonable access by private vehicle for visitors and tradespeople.	Cease the suburban trade permit scheme. Provide a set number of one-day coupons for residents in residential parking zones per annum visitors and tradespeople can use. Introduce online applications and permits.
Support accessibility for disabled residents with limited alternative transport options. Encourage electric vehicles and lower emissions.	Price differentials possible for: <ul style="list-style-type: none"> • mobility permit holders <u>discount option</u> • electric vehicle car owner discount option • multiple permit holders, <u>second permit more expensive.</u>


~~4.5.64.6.7~~ Proposed parking Parking management tools for outer residential areas

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With population growth and the increased use of public transport there is sometimes pressure on Greater Wellington Regional Council’s off-street park and ride facilities causing overspill into surrounding residential streets. There are also informal park and ride situations where people are driving part way to a transport hub, and parking on the street before using public transport. They are often parking for more than four hours on streets close to a bus stop or train station.

In most residential streets in the city this does not cause any conflict with businesses, Council recreation or community facilities, or residents because there are sufficient commercial and private off-street capacity (more than 40 percent of businesses and households have access to off-street parking) to meet the needs of the high priority parking. However, in some streets, at some times of the day or days of the week, the overspill leads to conflict, restricts access or compromises the safety of road users.

The following parking management tools ~~are proposed and would~~ will be implemented based on the ~~draft~~ parking space hierarchy for residential areas as outlined in section 4.3.

Parking management issue	Parking management tools	
Overspill activity has a minor effect on parking in neighbouring streets.	Accept overspill.	<div style="text-align: center;">  <p>Intervention hierarchy based on level of effect: Low to severe</p> </div>
Overspill activity has a moderate effect on parking in neighbouring streets.	<ol style="list-style-type: none"> 1. Increase monitoring and enforcement to discourage illegal parking activity. 2. Introduce time restrictions. 	
<p>Overspill activity has a significant effect on parking in neighbouring streets.</p> <p>Overspill parking is creating a safety hazard, preventing access for emergency and service vehicles.</p> <p>Illegal parking activity is high (such as parking on the footpath).</p>	<ol style="list-style-type: none"> 1. Explore options with partner organisations to increase active and public transport use, such as travel demand management planning incentives, and bus scheduling. 2.1. Introduce parking restrictions and clearways. 3.2. Introduce a charging regime to manage demand. 	

4.5.74.6.8 ~~Proposed parking~~ **Parking** management tools for Council parks, and sports, recreation and other community facilities

The Council often has off-street parking at many of its sports, recreation and community facilities. They are for the customers and users of Council facilities, reserves, open spaces and sportsfields. These have tended to be managed locally and as required by relevant legislation,⁷ but with increased parking pressure in some areas there needs to be agreed tools to manage demand, especially where this demand is conflicting with the users of the facilities.

At some sites and at some times of the day or week there is overspill on to the surrounding streets, which can have an effect, not only to those trying to access the facility, but also with residents or businesses. Therefore, the parking management tools for the relevant on-street parking area must be considered in conjunction with the ~~proposed~~ parking management tools for this type of off-street parking.

The following parking management tools ~~are proposed and would be will~~ implemented based on the ~~draft~~ parking space hierarchy for Council facilities as outlined in section 4.3.


Note that the parking space hierarchy for this area is for the off-street parking only. Therefore, changes to support active and public transport use to a Council facility, such as a new bus stop close by, need to be considered using the relevant on-street parking space hierarchy.

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Parking management issue	Parking management tools	
Demand for parking for users and visitors is minor or alternative on-street parking is available and not leading to conflict with other priority parking space users (such as residents in a residential area).	Accept effects.	Intervention hierarchy based on level of effect: Low to severe
Demand for parking for users and visitors is <u>visitors are</u> resulting in more than 85 percent occupancy rates at peak facility times and low parking space turnover.	Introduce a time restriction suitable to the use of the facility (such as a swimming pool, P120 ⁸ , during swimming pool opening hours).	
Demand for parking for users and visitors occurs during time restriction period (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, non-compliance is high, dangerous parking)	Introduce compliance and enforcement measures to deter misuse, such as clamping, towage or fines. Introduce access barriers to the parking areas and restrict access to	

⁷ Wellington Town Belt Act 2016 and the Reserves Act 1977

⁸ Time restrictions for the mobility parking spaces may be longer.

behaviour increases).	users/visitors of the facility only during opening/peak use times.	
Demand for parking for users and visitors continues to occur during time restriction period despite compliance and enforcement measures (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, non-compliance is high, dangerous parking behaviour increases).	Introduce parking charges for users.	
Demand for parking for users and visitors occurs during facility opening hours and price increases have not sufficiently reduced demand (occupancy regularly exceeds 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, non-compliance is high, dangerous parking behaviour increases).	<p>Explore options with partner organisations to increase active and public transport use, such as travel demand management planning incentives, and bus scheduling.</p> <p>Consider increasing off-street parking supply.</p> <p>This may be through shared parking arrangements with existing private or commercial parking facilities or the creation of a new parking facility. Any new parking facility may or may not be managed by the Council and may be a short or long-term solution.</p>	

Note: There is no proposed management measure for the Council’s other off-street parking facilities. The Clifton Terrace parking building is owned by New Zealand Transport Agency, therefore the Council has limited influence over how it is managed. Waterfront parking is managed under the Wellington Waterfront Framework that states that any parking on the waterfront is to support people

who visit, live and work on the waterfront and not for commuters. If at any time in the future the management of other off-street parking facilities is moved to Wellington City Council then this parking management tool and associated parking space hierarchy will be applied.

5. Ensuring access for all

A mobility parking permit allows you to park in mobility car parks for longer than the time restriction. Normal parking charges generally still apply.

We are not proposing to change the existing concession for mobility permit holders, which is, to park:

- for one hour over any time restriction of 30 minutes or longer
- one hour over the time that the permit holder has paid for.

This recognises the extra time needed to get to and from destinations.

The method of payment must be accessible and easy to use. Therefore we will continue to provide a meter that accepts coins at each mobility car park.

We will continue to encourage the use of Smart Park (a prepaid electronic meter).

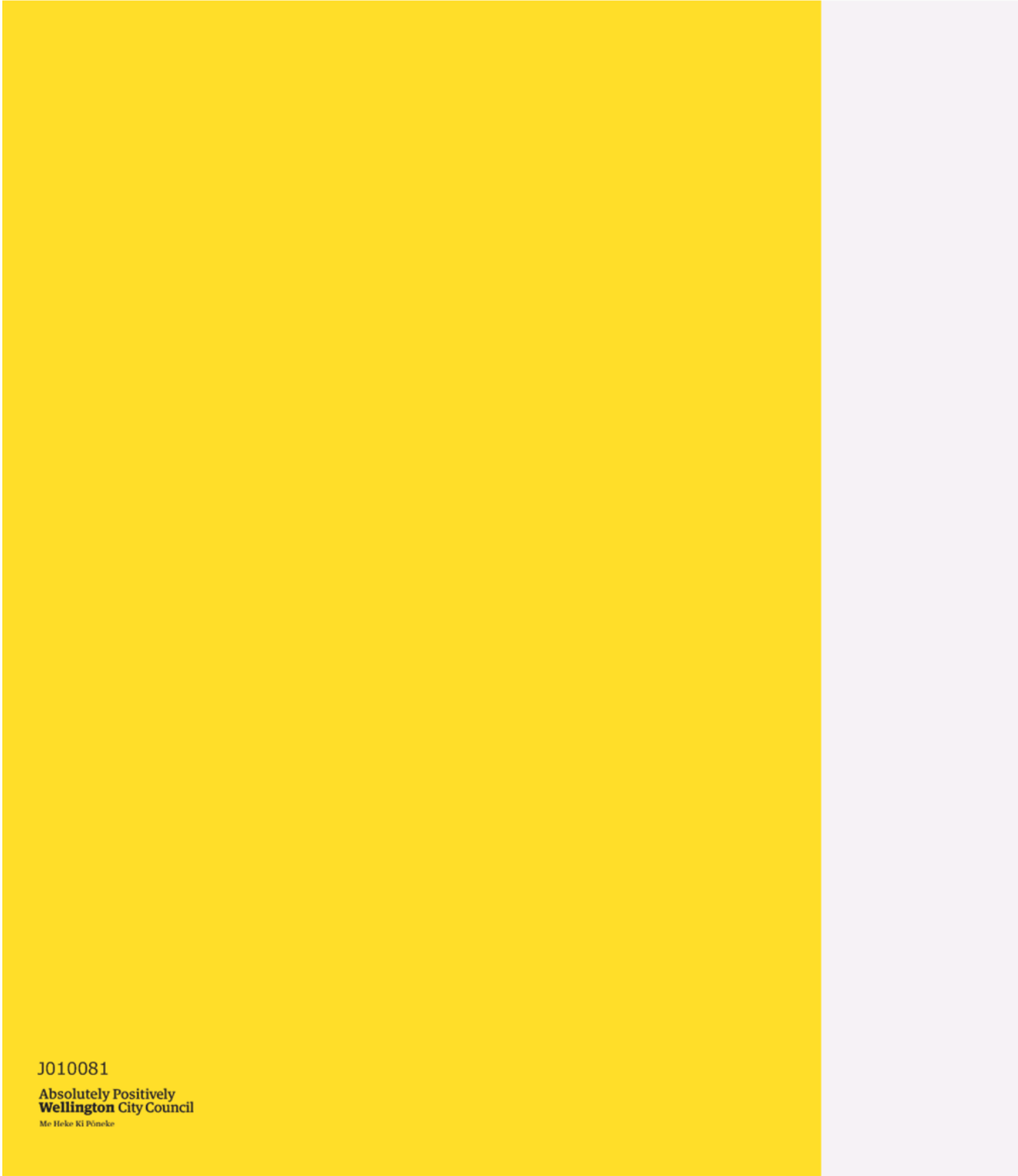
In those areas where demand-responsive pricing is introduced, this pricing approach will not be applied to the designated mobility parking spaces in that zone. Instead, a flat hourly rate will apply and the usual concessions outlined above.

This is because mobility parking space need, use and demand does not follow the same pattern as other parking spaces and people with mobility issues do not have the choice to park in a low demand parking space or as readily change their travel plans to avoid peak charge periods.

Monitoring and enforcement of appropriate mobility parking space usage by valid permit-holders only will increase and improve. This is subject to securing funding for technology and infrastructure change.

Note, the implementation of this pricing approach is subject to securing available technology.

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The Parking Policy 2020

August 2020

Contents

1.	Purpose of the parking policy.....	3
2.	Introduction.....	4
2.1	Our future city.....	4
2.2	What is our role in parking and where does the parking policy fit?.....	5
2.2.1	How does parking fit with the transport hierarchy and the draft Spatial Plan?	6
2.2.2	How does parking fit with the District Plan?	7
2.2.3	How does parking fit with a Place and Movement Framework?.....	7
2.2.4	How does parking fit with other Council decision-making?	8
2.2.5	How does the parking policy fit with Te Tiriti o Waitangi (the Treaty of Waitangi)?.....	8
3.	The parking problem	9
3.1	What is causing the parking problems?.....	9
3.1.2	Parking supply is decreasing.....	9
3.1.3	Access needs are not always met.....	10
3.1.4	Climate change	10
3.1.5	The value of parking is not fully recognised	11
3.1.6	Parking management should be tailored to local areas.....	11
3.2	Summary: what do these factors mean for parking management?	12
4.	The Parking Policy.....	11
4.1	Parking policy objectives.....	11
4.2	Parking policy principles	12
4.3	How we will know we are successful	14
4.4	Parking space hierarchy – how we will prioritise parking	15
4.5	Area-based approach – how will we implement the new policy	18
4.6	Our parking management tools – how we will manage demand and supply.....	18
5.	Ensuring access for all	29

Glossary

Active transport modes – non-motorised forms of transport that use human physical activity to move, such as walking and cycling.

Area-based approach – a holistic and integrated approach to an area of the city that has acute parking issues.

Carbon emissions – Transport-related carbon dioxide emissions.

Central city – includes the Golden Mile, Thorndon Quay, the Parliament precinct/ Molesworth street area of Thorndon, Cuba street area as far as Webb Street and Kent/ Cambridge Terraces, and part of Oriental Bay to the band rotunda.

Exponentially – the hourly price increases every additional hour of stay.

Let's Get Wellington Moving – a joint initiative between Wellington City Council, Greater Wellington Regional Council and the NZ Transport Agency. It focuses on the area from Ngauranga Gorge to the airport, encompassing the Wellington Urban Motorway and connections to the central city, Wellington Regional Hospital and the eastern and southern suburbs.

Micro-mobility – small, light vehicles like bicycles, electric scooters and electric bicycles. Does not include mobility aids or powered or unpowered wheelchairs.

Multi-occupied dwelling – a dwelling occupied as a house share of three or more unrelated adults, such as a student flat-share or group of young professionals.

On-street parking – parking your vehicle on the street as opposed to in a garage, parking building or on a driveway. On-street parking in urban areas is often paid parking and/or has time restrictions.

Off-street parking – parking your vehicle anywhere that is not a street, such as a garage, parking building or on a driveway. Can be indoors or outdoors, and be private or commercial parking.

Parking designations – a parking area marked by signage and/or road markings that is restricted to a vehicle type and/or valid permit-holders only, for example, loading zones, mobility parking spaces, taxi stands, residents' parking.

Pedestrians/Walking – people moving about in the physical space for transportation, wellness and fun, whether this is with or without a mobility device/aid such as a wheelchair, walking frame, pram or stick.

Short-stay parking – time limited parking spaces of three hours or less.

Urban design features – street trees, footpath buildouts, sculptures, seating and similar features that enhance public spaces.

User pays – a pricing approach where consumers (users) pay the full cost of the goods or services that they use.

1. Purpose of the parking policy

The parking policy sets the objectives and principles for the management of Council-controlled on-street and off-street parking, and how parking supports achieving the vision for Wellington.

It covers Council-controlled off-street parking, mobility parking, car share parking, loading zones, taxi stands, short-stay parking, parking for residents, buses and coaches, motorcycles, electric vehicle charging and on-street parking for bicycles and micro-mobility (eg, e-scooters).

The Council is not the only provider of parking, for example, in the central city, the Council manages 14 percent of the total estimated parking supply and private providers make up the rest. This policy recognises that Council parking is part of a complex travel and transport system. When the Council makes parking management decisions, we will need to consider private parking supply, how it is managed and the Council's role to address the gaps in the overall parking market.

This document outlines the Council's role and how we manage our parking supply. The parking policy is designed to manage parking pressures over the next 10 to 20 years as our city grows, and as our transport infrastructure is improved to support city development.

2. Introduction

Parking is an important part of our city life. It is part of how many people access our city and its services.

Our expectations for parking have been built on our increased reliance on private vehicles over the past century. However, we are already operating in a constrained environment. The supply of Council-controlled parking spaces, particularly in the central city, has decreased for a number of reasons, and our population and car ownership is growing. This has resulted in challenges and pressure points for parking, which we need to balance.

As we look to the future, we need to consider the expected trends and how we want to shape our city. We will need to change how we move into and around the city and the effect this has on how we use our streets, including parking spaces.

2.1 Our future city

The Council's vision for Wellington is built around people and communities. The future city will be a place where people and goods can easily move to and through the city, based on a transport system that can accommodate moving more people using fewer vehicles. We have also taken an environmental and resilience leadership role and have set a goal to be a zero-carbon capital by 2050.

As our city changes and evolves over time, we want to make sure we don't lose what makes our city special for so many people – its dynamic compact urban form that offers the lifestyle, entertainment, retail and amenities of a much bigger city.

In addition to being a place of creativity, exploration and innovation, we want to ensure the central city continues to support the regional economy.

2.2 What is our role in parking and where does the parking policy fit?

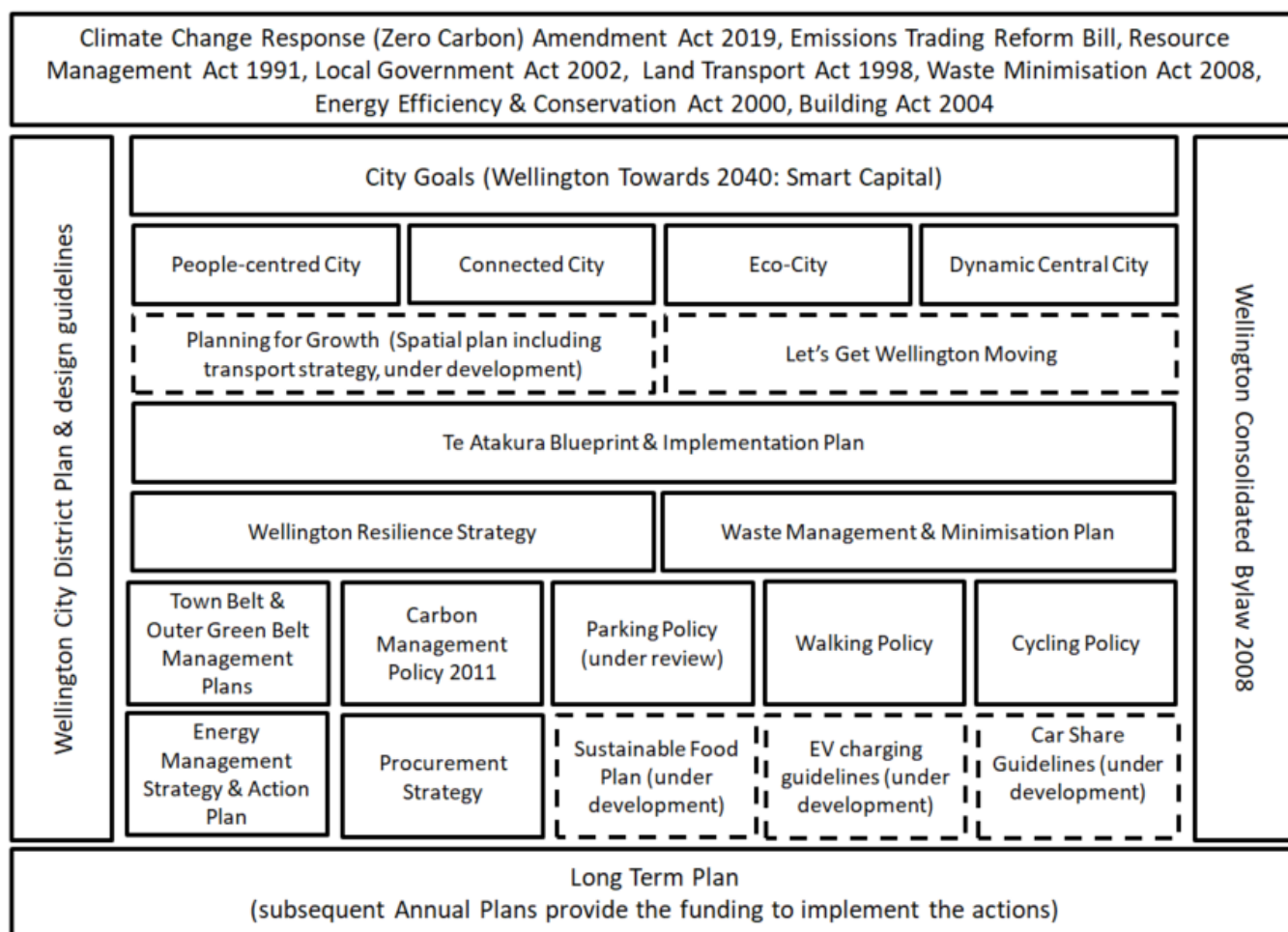
The Land Transport Act 1998 gives the Council power to impose parking controls as a road controlling authority. We are responsible for managing road space for various purposes, including parking. We also have an enforcement role.

As a local authority, we also take into account the current and future interests of the community when making decisions. Our core role is the provision of public goods.

Parking restrictions are implemented through Council's traffic bylaw and through the traffic resolution process. Those parking controls set by the Wellington Consolidated Bylaw 2008 Part 7: Traffic, are enforced through infringement fees. The infringement fees are set through the Land Transport (Offences and Penalties) Regulations 1999 administered by the Ministry of Transport.

Our parking policy helps enable these roles. It sets the objectives and principles for parking in the city for the future in a way that supports our broader objectives of preparing the city for population growth, making the city more people friendly, supporting economic growth including retail, hospitality and tourism and moving more people using fewer vehicles in the future.

The parking policy replaces the Parking Policy 2007, the Mobility Parking Policy 2005 and the Car Share Policy 2016. New operational guidelines or protocols will be developed, where required, to clarify day-to-day parking management activities.



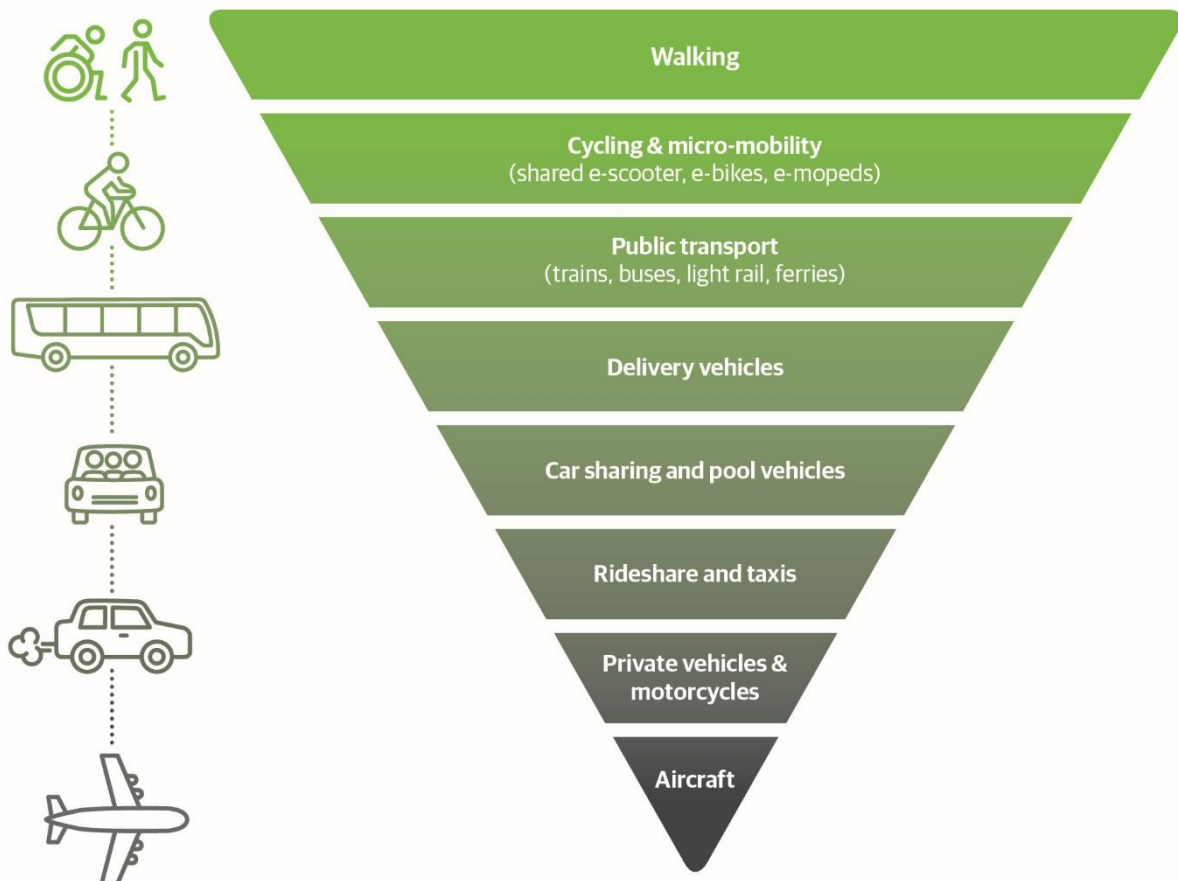
This diagram provides a snapshot of the travel and transport system related documents that guide Council decision-making. There are other documents on different issues and topics of equal importance.

2.2.1 How does parking fit with the transport hierarchy and the draft Spatial Plan?

The transport hierarchy from the Te Atakura First to Zero: Wellington’s blueprint for a Zero Carbon Capital is below. A key aspect of this hierarchy is that active modes of transport, such as walking and cycling, and public transport have the highest priority. This means that when we are making decisions on using road space, they take a higher priority to parking. This is reflected in the parking priorities set out in the parking policy.

The draft Spatial Plan, currently in development, will provide the strategic direction for where urban development will occur in the future and how this will influence our transport decisions, whether they are operational priorities, investment in new infrastructure or changes to our District Plan and other planning and regulatory tools.

Our transport system and land use plans need to be realigned to achieve the sustainable future people have told us they want – where we live and work influences how we move so it is important that these priorities are aligned. The draft Spatial Plan is an integrated land use and transport strategy which aims to move more people with fewer vehicles by focusing future growth to areas that are close in proximity to key public transport routes, and where there are opportunities for walking and cycling over other forms of transport.



2.2.2 How does parking fit with the District Plan?

The Resource Management Act 1991 requires Council to have a District Plan in place which sets out how land use and development will be managed. The Council can set its District Plan to control the use of private land for car parking alongside decisions on how public land, including roads, is best used. This can influence the supply, design and use of off-street and private parking. Currently, the District Plan has no minimum car parking rules in some areas including the central city, business (mixed use and industrial) and centres zones. A developer or landowner can choose to provide car parking if desired, in response to market demand.

On 23 July 2020, the Government gazetted the National Policy Statement on Urban Development 2020 (NPS-UD). It came into effect on 20 August 2020 replacing the National Policy Statement on Urban Development Capacity 2016. The NPS-UD states that a territorial authority, such as Wellington City Council, must change its district plan to remove any effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, other than in respect of accessible car parks. This includes objectives, policies, rules and assessment criteria. These changes must be made within 18 months of the NPS-UD coming into effect.

This means for future new development in the city, including outside of the central city, there will be no minimum off-street parking requirement, except for accessible car parks.

The Planning for Growth programme and District Plan review provides a timely opportunity to implement this new requirement to support the parking policy.

2.2.3 How does parking fit with a Place and Movement Framework?

Wellington's roads and streets provide a wide range of benefits to the city, often within a physically constrained space. How we use and design our roads and streets directly influences place identity, accessibility, public health, inclusivity, sustainability and economic growth, whilst enabling for efficient and safe movement.

A tool that can be used for transport network planning is a Place and Movement Framework. A Place and Movement Framework complements the transport hierarchy and the parking space hierarchy by ensuring place, land-use and mode choice are given equal consideration. It guides decision-making by categorising the streets within different areas of the city. The framework assigns both a "place" value and a "movement" value to each street – for example, are they places that have specific character where people want to spend time and socialise, or are they streets that move a significant volume of people through an area to connect to a different destination?

Streets are classified along a spectrum of place and movement in a matrix and this determines how they are designed and how space is allocated to different uses (sitting, dwelling/relaxing, walking, cycling and moving using all other forms of public and private transport).

For example, if the street type is classified as predominantly for movement then it may be more likely that on-street parking is removed or reduced to provide for safe and efficient movement of pedestrians and Public Transport; whereas low volume traffic streets and streets with lower place value may be a more suitable location for some on-street parking.

We are in the process of developing a Place and Movement Framework for Wellington City as part of the Let's Get Wellington Moving work programme.

2.2.4 How does parking fit with other Council decision-making?

The scope of the parking policy is limited to applying parking management tools and allocating of space for parking. However, the objectives of the policy cannot be met without this policy also being considered within other wider Council decisions about new development and facilities, infrastructure and changes to the public transport network that are made by Greater Wellington Regional Council. For example, decisions about the location of a new Council facility, such as a library or sportsfield, will be made with access and suitability of public transport front of mind.

2.2.5 How does the parking policy fit with Te Tiriti o Waitangi (the Treaty of Waitangi)?

The Council's Te Tiriti obligations are a requirement of the Resource Management Act 1991 and Local Government Acts 1974 and 2002. For example, the Resource Management Act requires the Council to consider matters of significance to tangata whenua, such as:

- the principles of the Treaty of Waitangi and their application to the management of resources [section 8]
- recognition and protection of Māori and their culture and traditions with their ancestral lands, waters, sites, wāhi tapu and other taonga [section 6(e)]
- having particular regard to the exercise of kaitiakitanga or the iwi exercise of guardianship over resources [section 7(a)]
- recognition of any planning document recognised by an iwi authority [section 74(2)b]
- the obligation to consult with iwi over consents, policies and plans.

The Council and local iwi have Memoranda of Understanding in place with Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui) and Te Rūnanga o Toa Rangatira Incorporated (Toa Rangatira).

The memoranda provide the framework for strategic relationships between the iwi groups and the Council, enabling our iwi partners to contribute to council decision making. This will be a particular focus of the Planning for Growth programme.

Council Parking Services staff also receive training on Te Tiriti and its role in New Zealand's regulatory environment.

3. The parking problem

3.1 What is causing the parking problems?

3.1.1 Our city is growing in size and parking demand is increasing

Wellington will be home to another 50,000 to 80,000 residents by 2043, with nearly half of the growth in the central city and existing suburban centres. That is the equivalent of the Masterton and Porirua populations being added within our existing city boundaries. Wellington region's population is also projected to grow and, therefore, more workers will commute into the city from the wider region. Planning for Growth Spatial Plan is the Council's planning framework that will determine how and where the city will grow over the next 30 years to accommodate this growth.

More recently there has been increased urbanisation: more people living in the central city and inner-city suburbs increases the pressure on parking space availability. People increasingly expect to be able to walk, shop, dine and spend time in places that are attractive and safe.

To accommodate this population growth, we need a more efficient transport system that makes better use of our limited road space. This means moving more people using fewer vehicles; using public transport more; more people walking and cycling and fewer people driving and parking in busy areas.

Other factors that effect on parking demand include:

- an ageing population
- average number of cars per household
- changes to the retail and hospitality sector – how and where we shop and when, where and how we spend our leisure time
- changes in patterns of commuting, such as working from home, more demand for park and ride options and the growing uptake of micro-mobility (electric scooters and bicycles), electric cars, car sharing and ridesharing.

3.1.2 Parking supply is decreasing

Over time, the supply of Council-controlled parking spaces, particularly in the central area, has decreased. This is due to:

- the loss of parking buildings from earthquake damage.
- reallocating on-street road space to support national¹, regional² and city priorities for pedestrian-focused developments and to support active and public transport. We are implementing a cycle network programme to create cycleways that will make it easier and safer for people biking and walking. In addition, the Let's Get

¹ The Government Policy Statement on Land Transport 2018.

² Wellington Regional Public Transport Plan and Wellington Regional Land Transport Plan.

Wellington Moving \$6.8 billion work programme will create a significantly improved transport system over time. To achieve this, we need to start creating space along some key transport routes. It will mean removing some on-street parking spaces and prioritising the on-street space that is left. This will allow for a more effective public transport system with faster and more regular services. It will also mean we can drive less as other transport options (including cycling) will provide greater choices for us all.

- Reprioritising Council-managed off-street parking for other purposes, such as the temporary, but medium-term, relocation of the Royal New Zealand Ballet to the Michael Fowler Centre car park.
- Supporting initiatives to decrease carbon emissions and congestion by providing more space for electric-vehicle charging stations, car share and micro-mobility.

As a consequence of parking demand increasing and parking supply decreasing, the competition for road space is on the rise. The challenges and pressure points vary around the city and are different depending on the time of day and day of the week. In addition to competition for road space between road users, there is competition between users of the parking system, for example, residents, commuters and shoppers.

3.1.3 Access needs are not always met

Wellington is a people-centred city and we want to enable everyone to contribute and participate, including those that do not drive. As well as those that chose not to drive, many people face social and physical barriers and we need to ensure the city is accessible for all. For those who find active and public transport does not meet their needs, such as disabled people, older people, and parents with young children, their expectation is for an accessible city where they can readily access facilities, goods and services when and where they need to. The reality is that this expectation is not always met.

3.1.4 Climate change

In June 2019 Wellington declared a climate emergency and set the goal to become a zero-carbon capital by 2050. This means the Council will put protecting our environment and climate change at the front and centre of decision-making. We anticipate that we need to significantly reduce carbon emissions between 2020 and 2030.

Road vehicle emissions comprise approximately 38 percent of the city's carbon emissions. How we manage parking can support many of the proposed emissions reduction initiatives such as:

- prioritising road space for active and public transport modes
- allocating more on-street parking spaces for car share vehicles
- electric vehicle charging facilities and pick up/drop off areas for ride share services
- providing micro-mobility parking to encourage their uptake.

The price of parking can also be used to influence what vehicles people drive plus how often and where they drive.

3.1.5 The value of parking is not fully recognised

Pricing of most Council-controlled parking is not fully user pays. The price at the meter or for the permit does not take in to account the full costs of parking vehicles, such as the lost opportunity to use the space for something else, the lost amenity and the cost on the environment.

Price can also exclude people who cannot afford to pay for parking at all.

Parking fees did not change between 2009 and 2017. As a result, how we set parking fees or the outcome from any price change is not always clear to the community. We need a clear pricing methodology that is linked to the parking policy's objectives.

3.1.6 Parking management should be tailored to local areas

Parking issues often involve factors such as transport issues, urban planning decisions, the topography, and the nature of local business, services and facilities. Parking management also needs to consider the relationship between both the on-street and nearby off-street parking.

If we do not consider all these factors, parking in some areas may not achieve:

- the best use of the space
- maximising the number of spaces per area
- the ideal turnover of cars per space
- the ideal occupancy rate for the space.

Using a tailored and 'whole-of-system' approach is called area-based parking management.

3.2 Summary: what do these factors mean for parking management?

There is tension between competing interests of parking availability, using public space and parking affordability.

Demand is **increasing** due to:

- population growth
- an aging population
- increasing car ownership rates per household, and
- business growth in the city centre.

Council supply is **decreasing** due to:

- the loss of parking buildings from earthquake damage
- reallocating road space to better allow for national, regional and city priorities to support pedestrian-focused developments, and increase travel using active and public transport
- reprioritising Council-managed off-street parking for other purposes, and
- supporting initiatives to decrease carbon emissions and congestion

People often expect parking when and where they need it, at a reasonable price, but the Council on-street parking supply is decreasing and is expected to continue to decrease. Many areas of the city have complex and challenging parking issues because of this.

Some people are willing and can switch to using active or public transport but the incentives or, conversely, disincentives, to make this change are often not strong enough to do so. For many people, driving a private vehicle and parking is still cheaper, easier and more convenient than using other types of transport.

To achieve the type of the city we want, our parking needs to change. We need to make sure that parking aligns more clearly with our strategic fit diagram on page 5 of this document. The Policy provides guidance on how to balance these challenges.

4. THE PARKING POLICY

The policy is made up of the following components:

- parking objectives – what we want to achieve
- guiding principles – how we will make parking decisions
- parking space hierarchy – how we will prioritise parking in different areas or the city
- area-based approach – how we will take an area-by-area approach to making parking changes in the city.

The policy will be supported by parking management tools – how we manage demand and supply in different parts of the city. This includes the enforcement of parking rules through the Wellington Consolidated Bylaw 2008 Part 7: Traffic.

4.1 Parking policy objectives

The parking policy objectives set out **what** we want to achieve – now and into the future. The objectives are designed to guide the Council when it makes parking decisions.

Cities are complex and Wellington is in the process of moving from a transport system that is car dependent to one where active (eg, walking and cycling) and public transport will play a bigger role. There is a natural tension between some objectives, and this is unavoidable. Parking decisions will often require trade-offs between competing demands. One of the most difficult trade-offs is between immediate private/individual benefits and changes that benefit the wider community and the community of the future.

The objectives (in no particular order):

- **Support shift in type of transport used** – facilitate a shift to using active (eg, walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles.
- **Support safe movement** – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
- **Support business wellbeing** – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trades and services.
- **Support city place-making, amenity and safety** – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes.
- **Support access for all** – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
- **Support move to becoming an eco-city** – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon

emissions, better water quality, air quality, stormwater management and biodiversity outcomes.

- **Deliver service excellence and a safe working environment** – provide a high standard of customer service for people who use Council parking spaces to support users to make well-informed parking decisions. This includes introducing self-service and automated processes for all parking charges and permits to improve the parking experience (as technology allows) and improving the availability of parking information. Ensure a safe working environment for those who deliver the parking service.

4.2 Parking policy principles

The parking policy principles set out how we will apply and manage the policy.

The principles (in no particular order):

Principle A: make iterative parking changes that are linked to improvements in the overall transport system, specifically improvements to public transport, walking and cycling. Any parking management changes will consider the effect that related changes in revenue will have on ratepayers.

The city is in a period of transition where significant investment is being made to do this, but it will take time.

Consequently, changes to how parking is provided and managed need to be made incrementally over time, in consultation with effected communities, and support and be aligned to improvements in the overall public and active transport system.

The changes also need to consider the broader context of the Council's funding, and the effect any changes could have on ratepayers.

Principle B: manage the decreasing supply of Council- controlled parking by prioritising how space is used and who uses the spaces to achieve an optimum level of use.

We have developed a draft parking space hierarchy for different parts of the city to ensure that limited parking supply is prioritised appropriately. The parking space hierarchy forms a key part of the new parking policy. See the next section for more details.

Principle C: ensure that access to the city centre, Council facilities and suburban centres is inclusive and prioritises people who can't use active and/or public transport, and those that do not drive.

The draft parking policy prioritises on-street and off- street mobility parking spaces and supports designated parking spaces for a broader group, for example, older people, people who are pregnant, and people with babies at Council parking buildings and facilities where there is known demand and it is practicable to do so.

Principle D: parking is priced at a level that achieves policy objectives, is consistent with broader transport objectives and supports Let's Get Wellington Moving.

The overall approach to pricing favours making smaller pricing changes more frequently over larger infrequent changes. The Council will ensure that any increases are reasonable, justifiable, well communicated, and linked to policy objectives. The pricing methodology will be based on achieving the best use and highest priority uses for the parking spaces. Pricing will better reflect the demand, the land value and the opportunity and environmental costs of providing parking.

Principle E: support local area-based parking plans where there is evidence-based need and community support.

Introduce area-based planning to ensure more holistic travel and transport planning that supports the best possible mix of active and public transport, off-street and on-street parking, and footpath and vehicle usage. A more joined-up approach will consider the use of the on and off-street space for pedestrians, active and public transport, and vehicles.

From time to time parking issues arise that require a tailored approach for an area of the city. The area surrounding the airport – where there was significant overflow of airport parking – is a recent example of that. In the future, any significant change to the transport infrastructure in a particular area will affect the provision of parking and also require a 'whole-of-transport-system' approach.

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.

Principle F: primarily focus the Council's role on prioritising existing space, not on increasing parking supply. This includes considering alternative higher-value use of the land currently used for parking.

In the central city, the Council is a small provider of parking supply and management. In the long term the Council can influence the provision, design and location of off-street parking through the District Plan. In the short-term the Council is focusing on prioritising the use and the users of the 14 percent of central area parking spaces it controls, and parking more generally in the rest of the city.

From time to time, the Council may provide additional temporary parking to support the Let's Get Wellington Moving work programme.

Principle G: provide accessible and timely (and where necessary, real-time) information on parking space location, availability, price, regulation and penalties.

The congestion resulting from driving around the city searching for a vacant and appropriate parking space can be reduced by improving the level of and accessibility to parking information so that parking users can make informed choices about their travel and parking options.

Parking space occupancy and compliance can also be improved by providing more information and making it easier for drivers to find that information.

Principle H: align Council business operations and relevant policies with the parking policy and report annually on performance.

To ensure that related transport and land-use policies and guidance give effect to the parking policy and to ensure the Council can determine whether it is managing its parking effectively and efficiently, it will monitor long-term outcome indicators of its business operations plus performance measures to ensure objectives are being met. Where they are not being met, the Council can make the necessary changes to how parking is being managed.

4.3 How we will know we are successful

To help clarify the intent of the objectives and principles, the following long-term measures and indicators will show the impact the policy is having. The desired trend is indicated.

Primary measures directly attributable to implementing the parking policy:

- Ratio of residents' parking permits to spaces - decrease
- Number of mobility parks – increase
- Mobility parks design meets Council guidelines – increase
- Number of car share spaces – increase
- Number of EV charging spaces – increase
- Non-user parking at parks, sports, recreation and other community facilities designated parking during opening hours decreases

Secondary measures indirectly attributable to implementing the parking policy:

- Car usage rates - decrease
- Travel times on key routes – decrease
- Public transport, walking, cycling and micro-mobility trips – increase
- Retail spend – maintain / increase

- Retail foot traffic – increase
- Proportion of road corridor used for parking – decreases

Plus continue to report, through the Annual Report process, on the following two performance measures:

- Parking utilisation - improves
- Residents' satisfaction of parking availability – improves
- Residents' perception of enforcement fairness – improves.

4.4 Parking space hierarchy – how we will prioritise parking

As Wellington city grows, the demand for the limited supply of on-street and Council off-street space will also grow. This demand must be managed to reduce congestion and ensure reasonable access for all.

As parking demands vary in different locations throughout the city, we have set draft priorities for the types of area:

- key transport routes
- the central area (central business district)
- suburban town centres – such as the shopping precincts of Kilbirnie, Johnsonville, Tawa, Karori etc
- city fringe areas
- residential streets
- our parks, sports, recreation and other community facilities
- Council-managed off-street parking.

This pressure will be highest in business and retail centres where there are concentrations of public services, and at recreation facilities. Improvements to support active and public transport will require extra road space to operate safely and efficiently.

We have developed a parking space hierarchy that supports the transport priorities to guide us when we are making parking provision decisions and allocating parking spaces. The parking space hierarchy describes which types of parking have the highest and lowest priorities in different areas. It also sets out the priority level for that type of parking space, not the amount of spaces. For example, mobility parking is a high priority in most areas but not all spaces available will be mobility parking spaces.

Location	Highest priority	High priority	Med priority	Low priority	Lower priority	Lowest priority
Key transport routes	Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction and maintenance works)	Bus stops		Urban design features Mobility Loading zones Bicycle/micro-mobility Car share Electric-vehicle charging Short-stay (car & motorcycle) SPSV*/taxi stands Coach and bus (short stay)	Residents Commuter (car & motorcycle) Coach and bus (long stay)	The lowest priority across all areas is Long stay parking of private non-motorised vehicles (trailers, towed caravans, boats), advertising vehicles, heavy commercial vehicles and motorhomes
Central city (does not include the bus interchange)		Bus stops Mobility Urban design features Bicycle/micro-mobility Loading zone Short-stay (car & motorcycle)	SPSV*/taxi stands Car share Electric-vehicle charging	Coach and bus (short stay) Coach and bus (long-stay)	Residents Commuter (car & motorcycle)	
Suburban centres (shopping precincts)		Bus stops Mobility Urban design features Bicycle/micro-mobility Short stay (car & motorcycle)	Loading zones SPSV*/taxi stands Car share Electric-vehicle charging	Coach and bus (short stay)	Residents Commuter (car & motorcycle) Coach and bus (long stay)	
City fringe and inner city suburbs		Bus stops Urban design features Residents Car share Bicycle/micro-mobility	Mobility Electric-vehicle charging Short-stay (car & motorcycle)	Loading zones Coach and bus (short stay)	SPSV*/taxi stands Commuter (car & motorcycle) Coach and bus (long stay)	

Outer residential areas		Bus stops Urban design features Residents	Car share Mobility Electric-vehicle charging Coach and bus (short stay)	Short-stay parks (car & motorcycle) Loading zones	Bicycle/micro-mobility SPSV*/taxi stands Motorcycle Commuter (car & motorcycle) Coach and bus (long stay)	
Council parks, and sports, recreation and community facilities off-street parking		Bicycle/micro-mobility Mobility Short-stay (car & motorcycle) Coach and bus (short and long stay) Urban design features	Electric-vehicle charging	Car share SPSV*/taxi stands Residents Commuter (car & motorcycle)	Loading zones	
Council's off-street parking	N/A	Bicycle/micro-mobility Mobility Short-stay (car & motorcycle) Coach and bus (short and long stay) Urban design features	Car share Electric-vehicle charging Commuter (car & motorcycle)		Loading zones Bus stops Residents SPSV*/taxi stands	

4.5 Area-based approach – how will we implement the new policy

As suburbs in Wellington City are a mix of more than one type of parking area, an integrated approach (area-based plan) will need to consider, at a minimum, the following:

- Planning for Growth and the review of the District Plan
- the private and commercial off-street parking supply and demand
- current rates of illegal parking such as overstaying, non-payment and parking on the footpaths.
- the needs of schools and early childhood centres
- current and proposed transport system improvements
- current and proposed location of amenities
- current occupancy and turnover rates.

The area-based plans would be developed in discussion with local communities. It is important the community is involved in the development of options but decisions must be evidence-based.

The timing for developing and implementing each area-based plan will be based on the following triggers:

- Let's Get Wellington Moving project delivery timeframes
- Wellington City Council Network Connections, Bus Priority and other significant transport projects
- significant public health and safety risks
- technological capability and improvements
- high rates of illegal parking such as overstaying, non-payment and parking on the footpaths.

4.6 Our parking management tools – how we will manage demand and supply

The Council's priority is to improve active and public transport infrastructure to decrease single occupancy private vehicle use and, therefore, decrease the demand for parking. Although significant funding is earmarked for this, the shift in travel behaviour takes time and the demand for parking still needs to be managed. When parking demand exceeds parking supply, we will use a range of parking management tools to address these issues.

The parking management tools will be introduced incrementally, depending on the need and what parking management system is already in place.

For example, if the parking problem is already severe, and lower interventions are already in place, the intervention for a severe level will be applied. The parking management tools seek to achieve the parking space hierarchy for the affected area.

The cost of parking will be used to get the best use of spaces (optimal occupancy and

turnover) while parking designations, and permit schemes or restrictions will be used to provide spaces for priority parking use types – such as mobility parking, car share parking and loading zones.

An ongoing activity that will complement the parking management tools detailed in the following tables is to explore options with partner organisations to increase active and public transport use, such as travel demand management planning incentives, and bus scheduling. Due to the varied timeframes for implementing improvements to active and public transport some parking management changes will need to be made as a transitional measure.

Please refer to the specific area-based parking management plan, as they are developed, for the area designation and information on other supporting transport changes.

4.6.1 Approach for pricing Council parking

The most important tool to manage parking is the fee paid by parking space users, whether this is an hourly rate, the price of a permit or a discount or subsidy. Pricing remained unchanged from 2009 until 2017, although the Council increased the area where fees are charged, and it has not always been clear to the community how those fees have been derived or what the outcome is from the price change. Long term, the parking policy, as it is implemented, will shift to a more demand-based and dynamic approach to pricing and will link to the proposed objectives and parking space hierarchy.

For example, we will introduce a new hourly rate or a higher hourly rate in areas where short-stay parking is a high priority and vehicles currently park for long periods of time. To encourage people to move on from parking spaces within a reasonable time,³ the hourly rate will increase exponentially over time. Parking time restrictions will be removed. If the turnover of vehicles is not high enough to provide adequate access to retail, services and entertainment, the hourly rate will be increased.

Conversely, in areas where parking occupancy is very low, either at all times or only at certain times of the day or week, the hourly rate will be decreased to encourage people to move from parking in areas of high demand to the areas of low demand.

This parking approach is a mix of demand-responsive parking and exponential parking charges.

The shift to a new pricing approach for the city is dependent on amending the current Wellington Consolidated Bylaw 2008 Part 7: Traffic and securing funding for new parking infrastructure and technology. In the short-term, pricing could reflect demand. When pricing could be introduced or when current prices need to change is explained in more detail in the following area-specific parking hierarchies.

³ short-stay is considered to be less than three hours.


In addition, it is proposed the Council reviews who is paying to use the street space to ensure all users of street space are charged appropriately and fairly. This includes consideration of appropriate charges for commercial use of street space such as taxi stands, loading zones, private bus/coach parking, micro-mobility and car share scheme parking. Where certain use types need to be encouraged, charging may be low or temporarily removed until the incentive is no longer required.

4.6.2 Parking management tools for key transport routes

Key transport routes⁴ include roads and streets where there are higher priority transport requirements, such as public transport over on-street parking. On these roads, on-street parking will need to be reduced or removed; either during peak traffic hours only or at all times, to create the road space for dedicated bus lanes or other forms of active and public transport.

The following parking management tools will be implemented over time based on the parking space hierarchy for key transport routes outlined in section 4.4.

⁴ Key transport routes have not been identified in the policy to provide for flexibility as bus and other public transport routes may change over time. Please refer to the specific area-based plan for the detail on area designation.

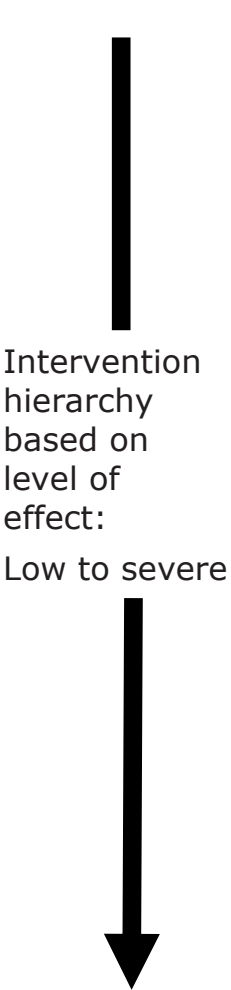
Parking management issue	Parking management tools	
On-street parking is impeding vehicle movement on key transport routes during peak hours. For example, peak hour bus journeys take longer due to vehicles parked on the street.	Introduce a clearway to restrict parking during the peak hours only.	 <p>Intervention hierarchy based on level of effect: Low to severe</p>
On-street parking is frequently impeding vehicle movement on a key transport route in peak and off-peak hours.	Remove on-street parking from the key transport route. Reassign parking designations in the side streets, if required, following the relevant parking space hierarchy.	
Demand for parking in side streets off the key transport route increases.	Introduce time restrictions.	
Following the introduction of time restrictions, demand for parking in side streets off the key transport route increases.	Introduce parking charges.	
There is limited alternative parking in the side streets off the key transport route.	Consider increasing off-street parking supply. This may be through shared parking arrangements with existing private or commercial parking facilities or the creation of a new parking facility. New parking facilities may or may not be managed by the Council and may be a short or long-term solution.	

4.6.3 Parking management tools for the central city

The use of on-street short-stay parking is important to support access to the retail, service and entertainment sectors in the central city. The management of demand needs to be agile to respond both in price and parking restrictions to enable people to access parking when and where it is needed. There is a large supply of non-Council off-street parking in this area which provides for long-stay parking, allowing our short stay on-street parking to be purposely targeted. This applies to the on-street space for four and two-wheeled vehicles (typically both cars and motorcycles/mopeds).

There are distinct parking zones in the central city based on parking space occupancy and vehicle turnover patterns. To make the best use of parking spaces (not over or under-occupied), the price per hour needs to be high enough to reduce demand when occupancy is over 85 percent and low enough to maintain average occupancy above 50 percent. The parking space designations need to be actively managed to ensure that the highest priority parking types are available where possible.

The following parking management tools will be implemented over time based on the parking space hierarchy for the central city as outlined in section 4.4

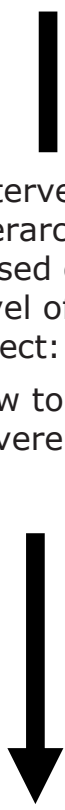
Existing pay-by-space parking for four-wheeled vehicles		
Parking management issue	Parking management tools	
<i>High demand scenario</i>		
Demand for parking is minor or alternative private off-street parking is available.	Accept effects.	 <p>Intervention hierarchy based on level of effect: Low to severe</p>
Demand for parking increases and overstaying and/or non-payment is becoming frequent.	Increase enforcement to increase compliance.	
Demand for parking is high (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds three hours, and non-compliance is high).	<ol style="list-style-type: none"> 1. Increase hourly charge during the periods of high occupancy. 2. Extend charging timeframe to times of the day and week where demand is increasing. 3. Introduce exponential pricing after the first three hours to encourage turnover. 	
Demand for parking continues even where exponential charges are in place.	Increase the hourly rates during the periods of high occupancy (over 85 percent).	
Demand for parking continues to occur and price increases have not sufficiently reduced demand (occupancy continues to regularly exceed 85 percent).	Consider shared use agreements with private parking providers.	
<i>Low demand scenario</i>		
Low occupancy of on-street short-stay parking (occupancy of spaces is consistently under 50 percent).	Decrease the hourly rate during the periods of low occupancy.	<p>Intervention hierarchy based on level of effect: Low to significant</p>
Low occupancy of on-street short-stay parking continues despite decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).	Reduce the charging timeframe;	

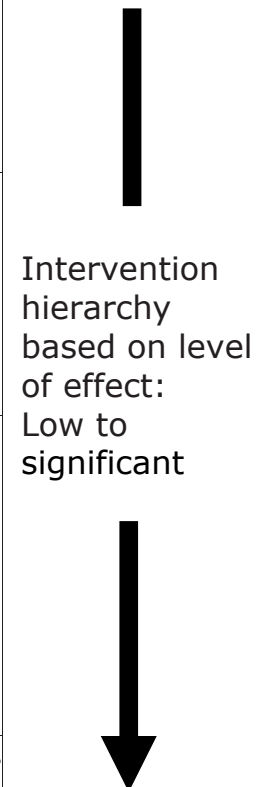
The following management tools for motorcycle parking are similar to those proposed for four-wheeled vehicles.

Competition for motorcycle parking is already high and as competition for public on-street road space increases, it is expected that long-stay or commuter motorcycle parking in the central city will need to shift to commercial off-street parking facilities. It is likely that time restrictions or pricing will need to be introduced to manage demand.

The Council will prioritise short-stay parking and access to facilities and services in the city for motorcycles over long-stay or commuter parking.

The management tools will apply bay by bay and not necessarily be applied to all motorcycle parking bays in all locations in the central city at the same time. The management tool used will reflect the demand and use pattern in that area, which will vary during the day and during the week.

Parking for motorcycles at on-street motorcycle parking bays		
Parking management issue	Parking management tools	
<i>High demand scenario</i>		
Demand for motorcycle parking is minor or alternative private off-street parking is available and being used.	Accept effects.	 <p>Intervention hierarchy based on level of effect: Low to severe</p>
Demand for motorcycle parking increases and inappropriate parking more common (such as parking on the footpath).	Increase enforcement to increase compliance.	
Demand for motorcycle parking is high (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds three hours, and non-compliance is high).	Introduce time restrictions to prioritise short-stay parking of motorcycle and to increase turnover of spaces during the periods of highest occupancy.	
Demand for motorcycle parking remains high, (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds three hours, and non-compliance is high).	<ol style="list-style-type: none"> 1. Introduce a parking charge proportional to the road space used per motorcycle during the periods of highest occupancy. 2. Extend charging timeframe to times of the day or week where demand is increasing. 3. Introduce exponential pricing after the first three hours to encourage turnover. 	


Demand for motorcycle parking continues even where exponential charges are in place.	Increase the hourly rates during the periods of high occupancy (over 85 percent).	
Demand for motorcycle parking continues to occur and price increases have not sufficiently reduced demand (occupancy continues to regularly exceed 85 percent).	Consider shared use agreements with private parking providers or other ways to increase motorcycle parking space supply.	
<i>Low demand scenario</i>		
Low occupancy of on-street motorcycle parking at certain times of the day or day of the week (occupancy of bay space is consistently under 50 percent).	Explore opportunities for shared use of the space at times of low demand.	 <p>Intervention hierarchy based on level of effect: Low to significant</p>
Where charges are in place: Low occupancy of on-street motorcycle parking (occupancy of bay spaces is consistently under 50 percent).	Decrease the hourly rate during periods of low occupancy.	
Where time restrictions are in place: Low occupancy of on-street short-stay motorcycle parking continues despite decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).	Reduce charging timeframe or time restriction.	
After removing time restrictions and charges: Low occupancy of on-street motorcycle parking (occupancy of bay space continues to be consistently under 50 percent).	Consider whether the location and/ or provision of the motorcycle bay is appropriate. Apply the parking space hierarchy for the central city when determining future use of the road space.	


4.6.4 Parking management tools for suburban centres

Our suburban centres are active retail destinations and important for local community services. Parking has tended to be less stringently managed and supply is more readily available in these areas. However, with an increasing population and placing a higher priority on active and public transport over parking on key transport routes, it is expected that parking will be more constrained in the future. Increased tools to manage demand are expected to be needed and are described as follows.

The National Policy Statement for Urban Development 2020 may create a demand shift for on-street parking, over the next few decades, in areas with good access to public transport.

The following parking management tools will be implemented gradually over time based on the draft parking space hierarchy for suburban centres as outlined in section 4.4.

Parking management issue	Parking management tools	
<i>High demand scenario</i>		
Demand for parking is minor or alternative private off-street parking is available.	Accept effects.	 <p>Intervention hierarchy based on level of impact: Low to severe</p>
Demand for parking increases and overstaying and/or non-payment is becoming frequent.	Increase enforcement to increase compliance.	
Demand for parking is high (occupancy of spaces is often over 85 percent, turnover is low, turnover of spaces is low, and non-compliance is high).	<ol style="list-style-type: none"> 1. Introduce or reduce (if in place) time limit restrictions. 2. Increase enforcement to ensure compliance. 	
Demand for parking continues to increase, (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, and non-compliance is high).	Introduce charges when parking occupancy is high.	
Demand for parking occurs during time periods outside of current charging timeframe (occupancy of spaces is consistently over	Extend charging timeframe into new time periods.	

Parking management issue	Parking management tools	
<i>High demand scenario</i>		
85 percent, non-compliance is high).		
Demand for parking continues to occur and price increases have not sufficiently reduced demand (occupancy continues to regularly exceed 85 percent).	Consider shared use agreements with private parking providers or other ways to increase parking space supply.	
<i>Low demand scenario</i>		
Low occupancy of on-street short-stay parking occurs (occupancy of spaces is consistently under 50 percent at evenings and weekends).	Decrease the hourly rate during the periods of low occupancy.	 <p>Intervention hierarchy based on level of effect: Low to significant</p>
Low occupancy of on-street short-stay parking continues despite decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).	Reduce charging timeframe for parking.	
Low occupancy of on-street short-stay parking continues despite reducing charging timeframe and decreasing hourly rate (occupancy of spaces continues to be consistently under 50 percent).	Remove parking charges and any time restrictions.	

4.6.5 Parking management tools for city fringe and inner-city suburbs

There are many parking pressures in the city fringe and inner-city suburbs and often there is limited commercial and private off-street parking. Residents' parking schemes prioritise residents to park on the street, and coupon parking schemes allow commuters to park close to the city relatively cheaply.

The National Policy Statement for Urban Development 2020 may create a demand shift for on-street parking, over the next few decades, in areas with good access to public transport.



The parking policy introduces a two-stage approach with changes based on the severity of the parking situation. Firstly, where the effect is moderate, the demand can be managed by making changes to the existing scheme. Secondly, if the demand continues or where the effect is severe, introduce the new scheme.

The new scheme is based on a short stay (P120) approach with "resident exempt" permits for eligible residents. This follows the Auckland Transport model introduced gradually from 2016 and enables short-stay visits for tradespeople and visitors at the same time as discouraging daily commuters parking in the city fringe where it conflicts with residents.

It is anticipated that over time all inner-city suburbs, including Newtown, will need to change to the new scheme.

The following parking management tools will be implemented gradually over time based on the parking space hierarchy for city fringe areas as outlined in section 4.4.

Before any new resident-exempt parking scheme can be introduced, funding will need to be secured for a new permitting system and the supporting technology infrastructure. Operational guidelines for a new resident-exempt scheme will be developed and amendments made to the Consolidated Wellington Bylaw 2008 Part 7: Traffic to ensure compliance and enforcement of a new scheme. Once a new scheme is in place, the pre-2020 schemes will be known as 'legacy' residents' parking schemes.

Parking management issue	Parking management tools	
<i>Stage One: parking demand or conflict is minor to moderate, and a current residents' scheme exists</i>		
Demand for parking is minor or alternative private off-street parking supply is adequate.	Accept effects.	 Intervention hierarchy based on level of effect: Low to severe 
Demand for parking is moderate, turnover is low and there is conflict between users.	<ol style="list-style-type: none"> 1. Increase monitoring and enforcement to ensure compliance with the scheme. 2. Reduce, relocate or remove coupon parking in zones where it conflicts with residents and apply the parking space hierarchy priorities for city fringe to reallocate the parking spaces for active transport and low carbon vehicles. 	
Demand for parking remains moderate; turnover remains low and there is increasing conflict between users.	<ol style="list-style-type: none"> 1. Restrict permits to households where there is no off-street parking (availability of off-street parking determined by whether there is a kerb crossing to a residential address and/ or a valid encroachment license). 2. Reduce permits to households where there is no off-street parking to one permit each. 	
<i>Stage two: parking demand or conflict is significant – introduce new scheme</i>		
Demand for parking is significant (eg, ratio of permits issued to available parking spaces is higher than 2:1). Parking turnover is too low to provide short-stay access for residents. Parking conflict between users is significant. Residents' scheme and coupon permit infringements are high.	Introduce new residents' parking scheme as per below. The introduction of a new scheme will require community consultation and the implementation of a new permitting system.	Intervention hierarchy based on level of effect: Low to severe

Design for a new residents’ parking scheme

The introduction of a scheme to an area will be guided by the ratio of households with off-street parking to households with no off-street parking. We will consider introducing a resident-exempt parking scheme in those areas and streets where the proportion of households without any off-street parking exceeds 40 percent.⁵

The following priorities will be applied until the exemption permit limit (85 percent of total available spaces) is reached.⁶

1. Mobility permit holders
2. Electric vehicle owners with no off-street parking
3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking (those built after the 1940s but before 2020)
5. Businesses located within the parking zone
6. New dwellings and homes built after 2020
7. All existing dwellings with one or more off-street parking space
8. Second permits
 - a) Multi-occupied dwellings, and
 - b) All other dwellings

following the priorities 1–7 above until cap is reached.

The new scheme design would be tailored to address specific parking objectives or overcome particular parking issues:

Scheme issue	Scheme design feature
Insufficient on-street parking for residents with no off-street parking and for visitors. Competition for space with daily, predominantly weekday, commuters.	Move and/or reduce the amount of coupon parking. Increase supply for residents and parking turnover for short-stay visitors. In high-demand areas, this may include pay-by-space parking. Provide street space for micro-mobility parking, mobility parks, and car share scheme spaces.
Large resident parking zone areas resulting in people driving within zone to be closer to the central city/shops/ other amenities or people “storing” secondary cars away from their home.	Design smaller exemption zone areas.

⁵ Based on 2019/20 data as the baseline and categorises off-street capacity to include any of the following: a driveway via a kerb crossing; a garage (whether or not it is actively being used to store a vehicle) or an encroachment licence issued for the purpose of parking. Current data to be used at the time of implementing any new scheme.

⁶ The priority ranking does not determine the number of parking spaces allocated. Multi-occupied dwellings will receive two exemption permits where other criteria are met.


Scheme issue	Scheme design feature
Enable closer management of supply and demand, but with enough scope to support short-term visitors and tradespeople.	Cap on overall permits available (85 percent of spaces available). Set annual application and renewal date and only issue permits for 12 months (with refund option for those moving out of an area).
Improve scheme administration efficiency and costs. Inappropriate use of permits. Provide reasonable access by private vehicle for visitors and tradespeople.	Cease the suburban trade permit scheme. Provide a set number of one-day coupons for residents in residential parking zones per annum visitors and tradespeople can use. Introduce online applications and permits.
Support accessibility for disabled residents with limited alternative transport options.	Price differentials possible for: <ul style="list-style-type: none"> • mobility permit holders discount option • multiple permit holders, second permit more expensive.

4.6.6 Parking management tools for outer residential areas

With population growth and the increased use of public transport there is sometimes pressure on Greater Wellington Regional Council’s off-street park and ride facilities causing overspill into surrounding residential streets. There are also informal park and ride situations where people are driving part way to a transport hub, and parking on the street before using public transport. They are often parking for more than four hours on streets close to a bus stop or train station.

In most residential streets in the city this does not cause any conflict with businesses, Council recreation or community facilities, or residents because there are sufficient commercial and private off-street capacity (more than 40 percent of businesses and households have access to off-street parking) to meet the needs of the high priority parking. However, in some streets, at some times of the day or days of the week, the overspill leads to conflict, restricts access or compromises the safety of road users.

The following parking management tools will be implemented based on the parking space hierarchy for residential areas as outlined in section 4.4.

Parking management issue	Parking management tools	
Overspill activity has a minor effect on parking in neighbouring streets.	Accept overspill.	 <p>Intervention hierarchy based on level of effect: Low to severe</p>
Overspill activity has a moderate effect on parking in neighbouring streets.	<ol style="list-style-type: none"> 1. Increase monitoring and enforcement to discourage illegal parking activity. 2. Introduce time restrictions. 	
<p>Overspill activity has a significant effect on parking in neighbouring streets.</p> <p>Overspill parking is creating a safety hazard, preventing access for emergency and service vehicles.</p> <p>Illegal parking activity is high (such as parking on the footpath).</p>	<ol style="list-style-type: none"> 1. Introduce parking restrictions and clearways. 2. Introduce a charging regime to manage demand. 	


4.6.7 Parking management tools for Council parks, and sports, recreation and other community facilities

The Council often has off-street parking at many of its sports, recreation and community facilities. They are for the customers and users of Council facilities, reserves, open spaces and sportsfields. These have tended to be managed locally and as required by relevant legislation,⁷ but with increased parking pressure in some areas there needs to be agreed tools to manage demand, especially where this demand is conflicting with the users of the facilities.

At some sites and at some times of the day or week there is overspill on to the surrounding streets, which can have an effect, not only to those trying to access the facility, but also with residents or businesses. Therefore, the parking management tools for the relevant on-street parking area must be considered in conjunction with the parking management tools for this type of off-street parking.


The following parking management tools will implemented based on the parking space hierarchy for Council facilities as outlined in section 4.4.

Note that the parking space hierarchy for this area is for the off-street parking only. Therefore, changes to support active and public transport use to a Council facility, such as a new bus stop close by, need to be considered using the relevant on-street parking space hierarchy.

Parking management issue	Parking management tools	
Demand for parking for users and visitors is minor or alternative on-street parking is available and not leading to conflict with other priority parking space users (such as residents in a residential area).	Accept effects.	 Intervention hierarchy based on level of effect: Low to severe
Demand for parking for users and visitors are resulting in more than 85 percent occupancy rates at peak facility times and low parking space turnover.	Introduce a time restriction suitable to the use of the facility (such as a swimming pool, P120 ⁸ , during swimming pool opening hours).	
Demand for parking for users and visitors occurs during time restriction period (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, non-compliance is high, dangerous parking	Introduce compliance and enforcement measures to deter misuse, such as clamping, towage or fines. Introduce access barriers to the parking areas and restrict access to	

⁷ Wellington Town Belt Act 2016 and the Reserves Act 1977

⁸ Time restrictions for the mobility parking spaces may be longer.

behaviour increases).	users/visitors of the facility only during opening/peak use times.	
Demand for parking for users and visitors continues to occur during time restriction period despite compliance and enforcement measures (occupancy of spaces is consistently over 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, non-compliance is high, dangerous parking behaviour increases).	Introduce parking charges for users.	
Demand for parking for users and visitors occurs during facility opening hours and price increases have not sufficiently reduced demand (occupancy regularly exceeds 85 percent, turnover is low, duration of stay regularly exceeds current time restriction, non-compliance is high, dangerous parking behaviour increases).	Consider increasing off-street parking supply. This may be through shared parking arrangements with existing private or commercial parking facilities or the creation of a new parking facility. Any new parking facility may or may not be managed by the Council and may be a short or long-term solution.	

Note: There is no proposed management measure for the Council’s other off-street parking facilities. The Clifton Terrace parking building is owned by Waka Kotahi NZ Transport Agency, therefore the Council has limited influence over how it is managed. Waterfront parking is managed under the Wellington

Waterfront Framework that states that any parking on the waterfront is to support people who visit, live and work on the waterfront and not for commuters. If at any time in the future the management of other off-street parking facilities is moved to Wellington City Council then this parking management tool and associated parking space hierarchy will be applied.

5. Ensuring access for all

A mobility parking permit allows you to park in mobility car parks for longer than the time restriction. Normal parking charges generally still apply.

We are not proposing to change the existing concession for mobility permit holders, which is, to park:

- for one hour over any time restriction of 30 minutes or longer
- one hour over the time that the permit holder has paid for.

This recognises the extra time needed to get to and from destinations.

The method of payment must be accessible and easy to use. Therefore we will continue to provide a meter that accepts coins at each mobility car park.

We will continue to encourage the use of Smart Park (a prepaid electronic meter). In those areas where demand-responsive pricing is introduced, this pricing approach will not be applied to the designated mobility parking spaces in that zone. Instead, a flat hourly rate will apply and the usual concessions outlined above.

This is because mobility parking space need, use and demand does not follow the same pattern as other parking spaces and people with mobility issues do not have the choice to park in a low demand parking space or as readily change their travel plans to avoid peak charge periods.

Monitoring and enforcement of appropriate mobility parking space usage by valid permit-holders only will increase and improve. This is subject to securing funding for technology and infrastructure change.

Note, the implementation of this pricing approach is subject to securing available technology.

J010081

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

August 2020

Smarter Ways to Manage City Parking

Report summarising public submissions on the Parking Policy Review



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Wellington City Council
Me Heke Ki Pōneke

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public submissions on
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Report published July 2020

Contents	
Introduction	7
How we analysed free-text comments	7
Part 1: Who were the submitters?	9
Part 2: Analysis of the submissions	12
Proposed Parking Policy objectives	12
Officer's response	17
Proposed Parking Policy Principles	19
Officer's response	24
Parking Priority Hierarchy	26
Officer's response	32
Pricing Parking	34
Officer's response	40
Ensuring access for all: mobility parking	42
Residents' Parking Scheme	48
Officer's response	58
Other feedback on the proposed Parking Policy	62
Barriers to public transport use	67
Additional comments from oral submissions	71
Out of scope feedback	72
Appendix One: Table of organisation submitters	78
Appendix Two: List of oral submitters (alphabetical order by first name)	80

List of tables

Table 1: Priority category for allocation of residents parking permit.....51
 Table 2: Table of ranking results for allocation of residents' parking permits52

List of figures

Figure 1: Source of submissions9
 Figure 2: Geographic distribution of submitters10
 Figure 3: Gender of submitters10
 Figure 4: Age range of submitters11
 Figure 5: Graph to show the submitter ranking for the question how important are these objectives to you?13
 Figure 6: Graph to show the top ten submitter themes from the 'missed objectives' question.14
 Figure 7: Graph to show the top ten submitter themes from the 'any other comments on the objectives' question.16
 Figure 8: Graph to show the submitter responses to the question: to what extent do you think these principles will be helpful in us achieving our objectives?20
 Figure 9: Graph to show the top ten submitter themes from the 'missed principles' question.21
 Figure 10: Graph to show the top ten submitter themes from the 'anything else you would like to tell us about the principles' question?23
 Figure 11: Diagram to show the proposed parking space hierarchies26
 Figure 12: Graph to show the submitter responses to the question: to what degree do you think we have this hierarchy correct for...<name of area>?27
 Figure 13: Graph to show the top ten submitter themes from the 'parking priorities' question.28
 Figure 14: Graph to show the submitter responses to the question about the proposed pricing approach.....34
 Figure 15: Top ten submitter themes from the question: do you have anything else to tell us about the proposed pricing approach?35
 Figure 16: Submitter responses to the question: which of the following aspects would you like to see in the residents' parking scheme?.....49
 Figure 17: Graph illustrating the submitter responses to the 'other' option for the question which of the following aspects would you like to see in a residents' parking scheme?50
 Figure 18: Eight graphs to show the submitter's ranking for the allocation of residents' parking permits.....52
 Figure 19: Submitter responses to the question: do you have anything else to add to about residents' parking schemes?.....53
 Figure 20: Graph to show the top submitter themes for the question: do you have any final comments?.....62
Figure 21: Pie-chart to show the overall submitter sentiment for the final comments question.63
 Figure 22: Graph to show the submitter responses for the question: what deters you from using public transport – tick all that apply?68

Figure 23: Graph to show the submitter response themes for the 'other' question: what deters you from using public transport?68

Figure 24: Graph to show submitter responses to the question: what prevents you from walking, cycling or using other forms of active transport?69

Figure 25: Graph to show submitter response themes to the 'other' question: what prevents you from walking, cycling or using other forms of active transport?70

Glossary

Active transport modes – non-motorised forms of transport that use human physical activity to move, such as walking and cycling.

Area-based approach – a holistic and integrated approach to an area of the city that has acute parking issues.

Carbon emissions – transport-related carbon dioxide emissions.

Central city – includes the Golden Mile, Thorndon Quay, Parliament precinct, Molesworth street area of Thorndon, Cuba street area as far as Webb Street and Kent/Cambridge Terraces, and Oriental Bay up to the band rotunda.

Exponentially – the hourly price increases every additional hour of stay.

Let's Get Wellington Moving – a joint initiative between Wellington City Council, Greater Wellington Regional Council and the Waka Kotahi New Zealand Transport Agency. It focuses on the area from Ngauranga Gorge to the airport, encompassing the Wellington Urban Motorway and connections to the central city, Wellington Regional Hospital and the eastern and southern suburbs.

Micro-mobility – small, light vehicles like bicycles, electric scooters and electric bicycles. Does not include mobility aids or powered or unpowered wheelchairs.

Multi-occupied dwelling – a dwelling occupied as a house share of three or more unrelated adults, such as a student flat-share or group of young professionals.

On-street parking – parking your vehicle on the street as opposed to in a garage, parking building or on a driveway. On-street parking in urban areas is often paid parking and/or has time restrictions.

Off-street parking – parking your vehicle anywhere that is not a street, such as a garage, parking building or on a driveway. Can be indoors or outdoors, and be private or commercial parking.

Parking designations – a parking area marked by signage and/or road markings that is restricted to a vehicle type and/or valid permit-holders only, for example, loading zones, mobility parking spaces, taxi stands or residents' parking.

Pedestrians/walking – people moving about in the physical space for transportation, wellness and fun, whether this is with or without a mobility device/aid such as a wheelchair, walking frame, pram or stick.

Short-stay parking – time limited parking spaces of three hours or less.

Urban design features – street trees, footpath buildouts, sculptures, seating and similar features that enhance public spaces.

User pays – a pricing approach where consumers (users) pay the full cost of the goods or services that they use.

Introduction

This report presents a summary of the results of consultation on the 2019/20 Parking Policy Review. The analysis of results is based on the survey ratings and free text comments in submissions that were received from submitters between 16 March¹ and 8 May 2020. Submissions were regarded as 'valid' if they were:

- recorded in the Smarter Ways to Manage Parking submission database following completion of the questions in the online submission form (by clicking the "submit" button)
- a paper submission on the Wellington City Council form (following the same questions and format as the online form)
- a free-form email with narrative feedback that is clearly indicated, or confirmed, as a Parking Policy Review submission; or
- a written document submission with narrative feedback that is clearly indicated, or confirmed, as a submission on the Parking Policy Review.

We have separately collated, themed and analysed social media posts and the Quick Poll results received before 16 March and up to and including the 8 May 2020. Although the feedback via social media has been considered, they have not been included in the submissions analysis in this report as they were not tagged as #parkingpolicy or in any other way readily identifiable as being attributable to the Parking Policy Statement of Proposal.

The analysis of submitter feedback covers both the levels of submitter support for the consultation proposals in the Statement of Proposal and comments on the reasons for their support and suggestions for amending the proposals.

Submitter comments covered a range of interests and were not necessarily related to the consultation proposals or the Parking Policy. Out-of-scope topics or themes have been documented in this report if they have been raised by a significant proportion of submitters.

How we analysed free-text comments

The analysis in this report of the consultation results generally reflects the structure of the Statement of Proposal and the submission form. Where possible we have quantified support or otherwise for each proposal. We have also indicated the general themes, topics or categories of issues raised in the free-text comments.

All valid submissions received have been entered in to the Let's Talk Wellington database. Where a written submission followed the structure of the submission form, or the responses matched the questions and ranking options as per the form, the responses were entered in to the matching section of the online form. Where a submission did not follow the online form structure, the entire response has been

¹ The online survey went live on 13 March 2020, submissions received between 13 March and the launch date (16 March 2020) have been counted and analysed.

copied directly in to the question “Do you have any final comments about the topics raised in this submission?”

Our approach to analysing free-text comments explaining support or otherwise for a proposal or recommending changes to the proposal, involved identifying high-level themes. Within each theme, groups of topics were identified. The themes and topics were then graphed to provide a visual overview of areas of common concern or interest for submitters.

Each question was analysed using theme/topic identification and where applicable a sentiment analysis. Sentiment analysis provides a gauge of the overall sentiment of the comment i.e. whether it is generally positive, negative, neutral or mixed.

There was one section for submitters to tell us about the barriers to public transport use. These questions did not reference a specific part of the Parking Policy Review Statement of Proposal. This section has been analysed and noted in this report and the data shared with Greater Wellington Regional Council and the Let’s Get Wellington Moving office to help inform other transport policy and project development.

Part 1: Who were the submitters?

542 submissions were received, the majority (443) were made online, 93 were emailed responses and six paper submission forms were received by post (figure 1). One submitter sent in a submission by email and via the online form, therefore the comments have been combined and counted as one submission.

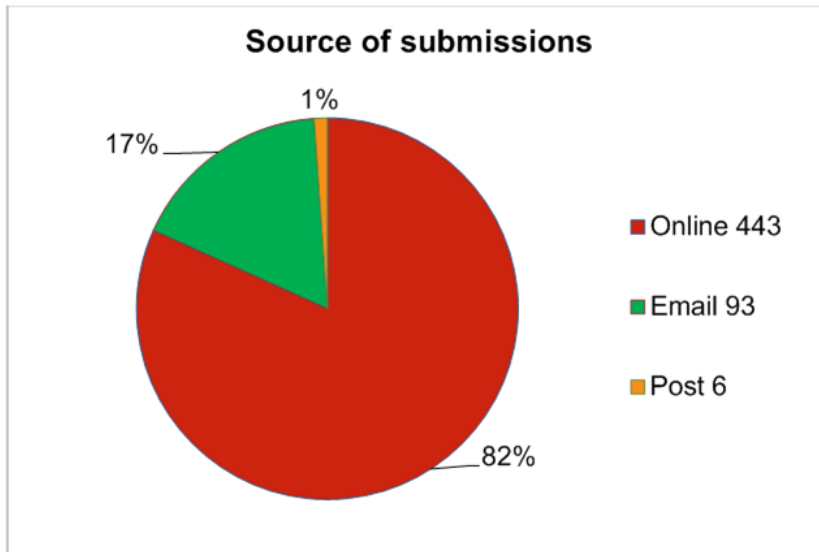


Figure 1: Source of submissions

We received submissions from 47 organisations and 495 individuals (48 of which were from Generation Zero members using pre-prepared submission responses). Submissions from an organisation have only been counted once per organisation. Where more than one submitter named the same organisation “as submitting on behalf of...” these were counted as submissions from individuals. Refer to Appendix 1 for a list of all organisations that submitted.

In addition, we received 161 social media comments and 89,000 people were reached at least once about the parking policy via social media. This does not include pre-consultation quick polls or the webinars.

The majority of submitters were located within Wellington City (91 percent), the suburbs most represented were Newtown (29 submitters), Khandallah, Brooklyn (both 24) and Karori (23). Seven percent of submitters were from other parts of the Wellington region and two percent from other parts of New Zealand (figure 2).

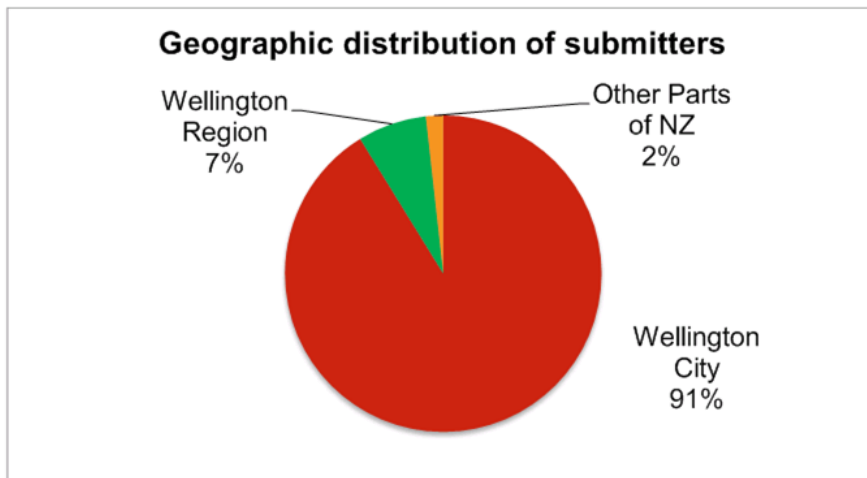


Figure 2: Geographic distribution of submitters

The gender count and age range of submitters was fairly representative for the Wellington area (based on 2018 census data) with eight percent more submitters identifying as male than female. The majority of submitters were born between 1960 and 1990 (30 to 60 years old). In terms of ethnicity, 77 percent of submitters reported themselves to be NZ European/Pākehā and 16 percent as Other (these were self-selected ethnicities including American, Australian, Malaysian and Middle Eastern).

The majority of submitters (approximately one-third each) lived and/or worked in Wellington and 23 percent were Wellington City ratepayers.

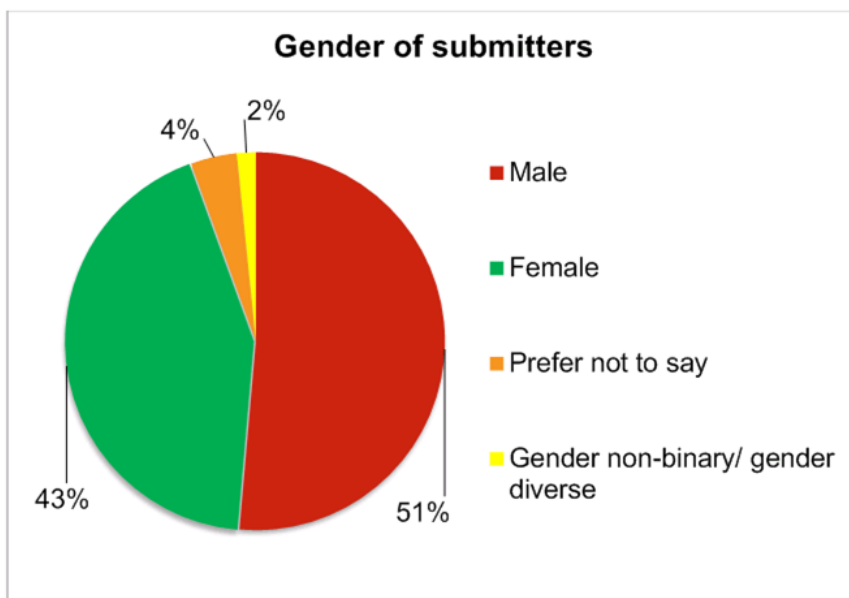


Figure 3: Gender of submitters

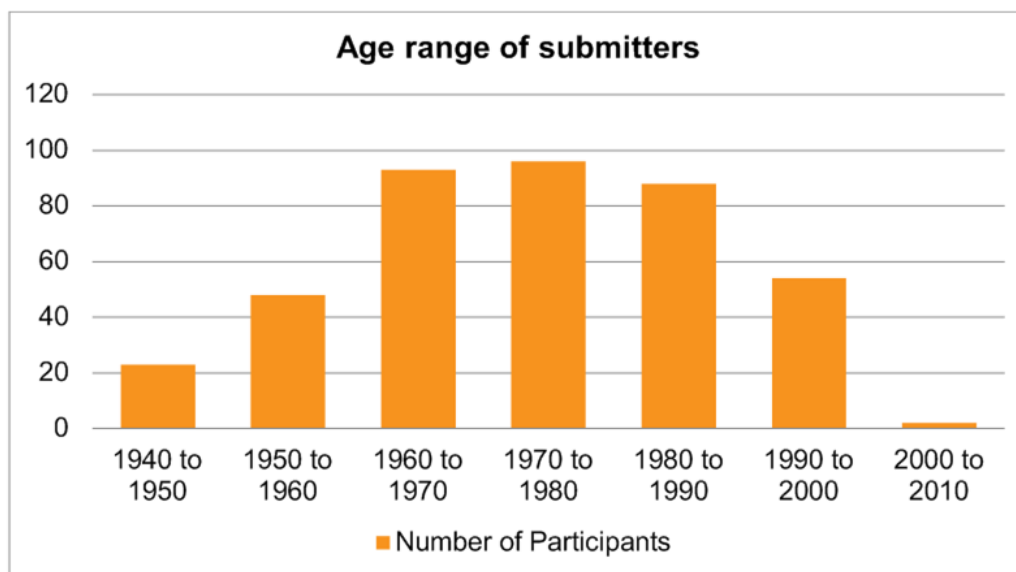


Figure 4: Age range of submitters

Part 2: Analysis of the submissions

Proposed Parking Policy objectives

What we proposed:

The proposed parking policy objectives set out what we want to achieve – now and into the future. The objectives are designed to guide the Council when it makes parking decisions.

The proposed objectives (in no particular order) were:

- **Support shift in type of transport used** – facilitate a shift to using active (eg walking and cycling) and public transport through parking management and pricing to move more people driving fewer vehicles.
- **Support safe movement** – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
- **Support business wellbeing** – ensure parking management and pricing controls support economic activity in the central city, suburban centres and mobile trade and services.
- **Support city amenity and safety** – ensure on-street parking design and placement supports overall city amenity, safety, good urban design outcomes and attractive streetscapes.
- **Support access for all** – ensure disabled people, older people, people who are pregnant and people with babies can access car parks throughout the city, Council facilities and venues. This will be achieved, in part, through an improvement in mobility parking across the city.
- **Support move to becoming an eco-city** – facilitate the uptake of car sharing, electric vehicles and other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to better water quality, air quality, stormwater management and biodiversity outcomes.
- **Deliver service excellence and a safe working environment** – provide a high standard of customer service for people who use Council parking spaces. Introduce self-service and automated processes for all parking charges and permits to improve the parking experience (as technology allows). Ensure a safe working environment for those who deliver the parking service.

What we asked:

Submitters were asked:

- a) How important are these objectives to you? Score the seven objectives from very important to very unimportant.
- b) Are there any objectives you think we have missed?
- c) Is there anything else you would like to tell us about the objectives?

What submitters said:

a) Scoring the objectives: (453 response(s), 89 skipped)

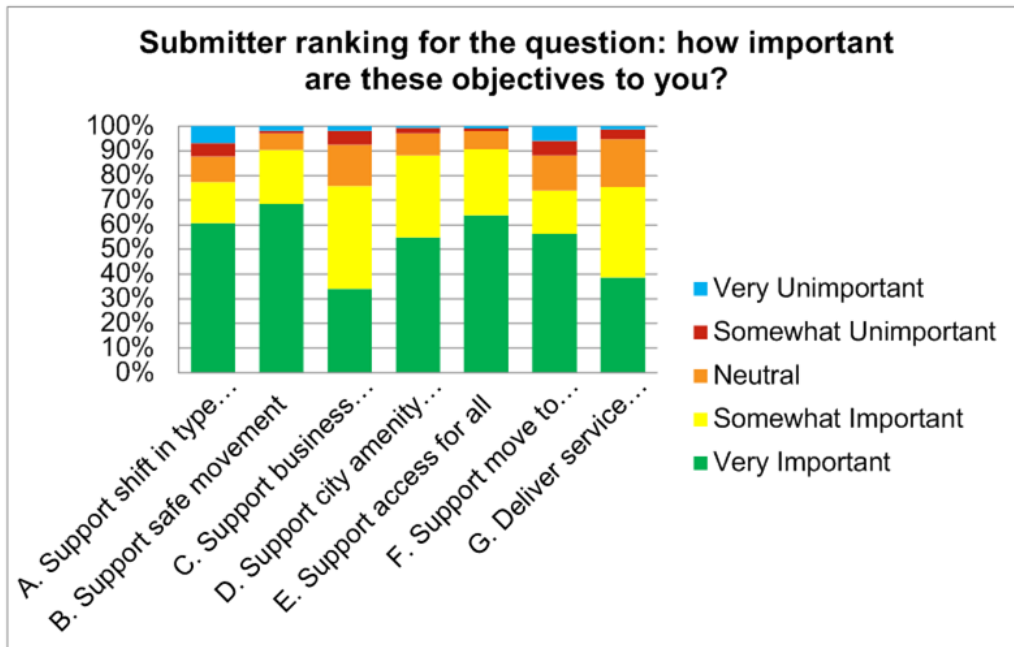


Figure 5: Graph to show the submitter ranking for the question how important are these objectives to you?

Overall submitters supported the proposed objectives for the parking policy. 70 percent of submitters (at least 227) ranked each of the proposed objectives as very important or somewhat important. The two objectives that received the least supportive responses were:

- Objective A: support shift in type of transport used – received 56 very unimportant or somewhat unimportant responses, and
- Objective F: support move to becoming an eco-city – received 53 very unimportant or somewhat unimportant responses.

Organisations that ranked Objectives A and F as very unimportant include the Wellington Disabled Persons Assembly (DPA) and RetailNZ. The Wellington DPA commented that disabled people are disproportionately impacted by parking availability. They also noted that mobility parking availability is very low in Wellington and needs to increase.

b) Objectives we've missed: (198 response(s), 344 skipped)

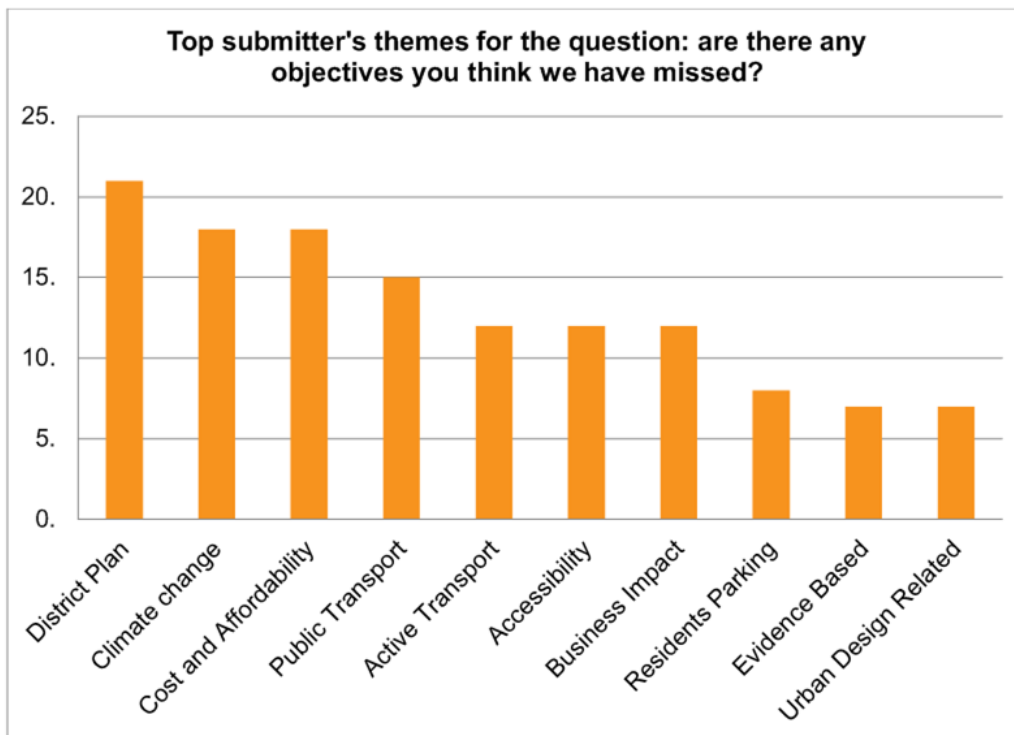


Figure 6: Graph to show the top ten submitter themes from the 'missed objectives' question.

The most common theme raised by submitters who answered this question was District Plan-related (11 percent of responses). This included suggestions for an objective linked to land use and urban development such as encouraging more businesses and services to be located in suburban areas and changing the requirement for parking for new dwellings. Organisations who raised this theme included Mevo, Connect Wellington and Millions of Mothers.

The next most frequently raised themes were climate change, and cost and affordability (accounting for nine percent of the responses each). There was a mix of comments such as suggesting a stand-alone objective to reduce carbon emissions, and stronger wording to emphasise our climate change obligations and support for the Te Atakura zero carbon plan. Organisations that raised this theme included the Cycling Action Network, the Mount Victoria Residents' Association and Cycle Wellington.

The cost and affordability theme covered a range of comments about the cost of parking such as cheaper/lower cost parking, and reflecting the full cost of parking to reflect the additional environmental costs. This later view was raised by the

Environmental Reference Group. Eight percent of submitters suggested an objective specifically about public transport, such as ‘improve the frequency and efficiency of public transport’ or ‘encourage public transport use’.

Several people who submitted on behalf of organisations suggested additional objectives.

The tables below show the range of comments from individuals and organisations.

Table one: Illustrative quotes from individual submitters	
	<ul style="list-style-type: none"> ○ Support access to the elderly, disabled and very young (Al Stevenson) ○ Providing enough parking spaces for people to be able to move into and around the city by car (Nicola Kirkup) ○ Should be supporting business being closer to home and school. Increasing the capacity of business in the suburbs will decrease unnecessary movement (Ben Sutherland) ○ Specific reference to becoming carbon zero, being 'an eco city' is vague (Jill Ford) ○ To reduce congestion (Rob McGregor) ○ Support community resilience (Emily Mahy) ○ Human well-being: Improve the health and well-being of people by encouraging cycling and walking and reducing harmful particulate matter in the air (Martin Hefford) ○ Support economic resilience and economic localism – parking should be one of the tools used (e.g. via the District Plan) to try and encourage urban centres to have more of the locally owned and smaller-scale businesses vs the large-format, parking-heavy and also typically offshore-owned businesses (Natalie Crane).

Table two: illustrative comments from organisations	
RetailNZ	A key objective should be the provision of adequate carparking to service customer and retail business needs.
Mevo	Would like to see an equal balance of safety focus from micro/injury to an individual(s) (currently three objectives on individual(s) safety) to macro/environmental (currently one objective). Parking is a significant lever for transport's impact on Wellington's emissions profile which has a macro impact on our cities safety from climate related disasters.
Cycle Wellington	One objective that could be added is supporting “Economic Localism”. That means giving businesses more say over the use of street space directly outside their shop. If a cafe wants to turn their car park into outdoor seating, or a store wants to have bike parking directly out front, the council should make that change as easy as possible. Good examples might be along Marion Street outside Bicycle Junction or Vivian St outside MyRide or Deco Bikes. We think the council needs to improve the ways it enforces parking around the city currently and an objective centered around this would be appropriate. Increasing fines and enforcement against parking of vehicles on footpaths and cycle lanes would improve accessibility around the city for cyclists, pedestrians and people with mobility issues. Specifically, changing

	policy to allow enforcing against vehicles that have any intrusion onto footpaths and cycle lanes would be appropriate. The current status quo encourages vehicles to infringe on vulnerable users' space without consequences.
Mount Victoria Residents Association	Support the objectives with the addition of a specific objective to: <ul style="list-style-type: none"> ○ parking management contributes to a reduction in climate change emissions

c) Anything else you would like to tell us? (156 responses, 386 skipped)

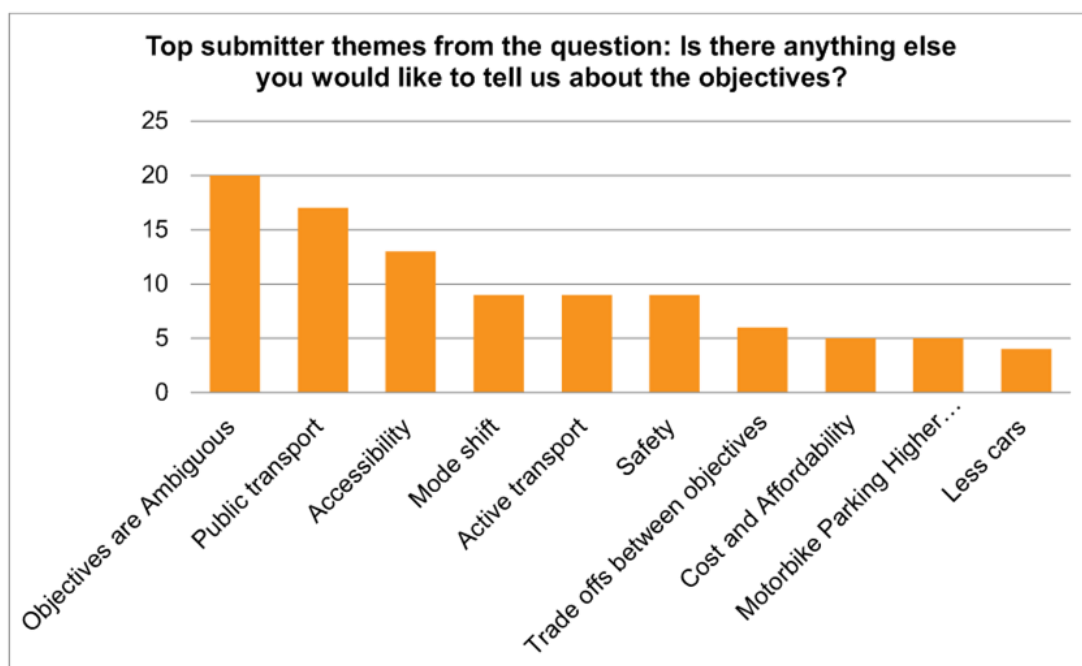


Figure 7: Graph to show the top ten submitter themes from the 'any other comments on the objectives' question.

The key theme emerging from the responses to this question was the ambiguity of the objectives (13 percent of responses). Submitters raised concerns that the objectives weren't clear, were too vague and broad or did not have any measures. The next most frequently raised theme was public transport (11 percent). The majority of comments under this theme related to improving public transport reliability, efficiency and cost. Other submitters raised the need to use a private vehicle because public transport was not a viable option. Eight percent of the responses raised issues relating to accessibility to the city, which were similar to the comments for the previous objective's free text question.

The following organisations were generally supportive of the objectives. Many gave useful feedback or provided additional information to support or improve the wording

of the objectives: Greater Wellington Regional Council, CCS Disability Action, Waka Kotahi New Zealand Transport Agency, the Mount Victoria Residents' Association, The Wellington Chamber of Commerce, the Environmental Reference Group, Living Streets and the Youth Council.

The following organisations were less supportive of the proposed objectives or requested an objective to increase parking supply: VFR Preservation Society, Nada Bakery, Hurricane Denim, RetailNZ, Strathmore Park Residents' Association and the Wellington Disabled Persons Assembly.

Illustrative quotes from individual submitters:	
Positive	Negative
<ul style="list-style-type: none"> ○ Generally it looks like you're proposing worthwhile, important objectives! (Crystal Filep). ○ I think the objectives are superb - and I also admit, that getting one objective right means that often the other objectives can be slightly compromised - so I have huge sympathy for the planners. The only reason I added "animal friendly" is that in a time of potential social isolation (Covid19) - the small green spaces in the city are more important than ever (Jan Gould). ○ Fully support the overall goals / objectives. Getting cars out of the city centre and making the city a safe walking, pedestrian friendly, biking, public transport centre. Living in the central city during lock down showed that removing cars from the city greatly improved air quality and walking through the city was a pleasure (Richard Wanhill). ○ Support shift in transport used is the most important of all, a lot of things will flow from that (Louise Ackerman). 	<ul style="list-style-type: none"> ○ They are not objectives, as stated, they are goals. Objectives need to be measurable (Dominic Lane). ○ Shifting the transport used only works if there is a reliable public transport system as an alternative. The current bus service does not have a reputation for being reliable or user-friendly (Emily McFetridge). ○ They are not a balanced set of objectives. Clearly aimed against motorists (Brenda Pilott). ○ Some of them are mindless. "Support access for all" - really... "Support city amenity and safety" - of course everyone supports that...(Simon Treacy). ○ The objectives in general, are too generic and lofty to drive good physical outcomes (Lisa Elder).

Officer's response

The parking policy objectives articulate what we want to achieve. They align well with the national Global Policy Statement for Transport, the Wellington Regional Land Transport Plan, the goals for the city and the strategic direction set out in Te Atakura – First to Zero and Planning for Growth (and the Spatial Plan currently under development). The objectives also support the delivery of the Let's Get Wellington Moving programme.

Overall submitter support for the objectives was high (as shown in figure 5), therefore these will not be changed substantially. However, given the number of submitters who found the objectives vague or confusing, they have been re-worded and measures added to make the intended outcomes clearer. This includes reference to lowering carbon emissions. The intent of the original objectives has not been changed and no new objectives have been added.

Proposed Parking Policy Principles

What we proposed:

The proposed parking policy set out how we will apply and manage the policy.

The proposed principles (in no particular order) were:

- **Principle A:** make iterative parking changes that are linked to improvements in the overall transport system. Any parking management changes will consider the effect that related changes in revenue will have on ratepayers.
- **Principle B:** manage the decreasing supply of Council-controlled parking by prioritising how space is used and who uses the spaces.
- **Principle C:** ensure that access to the city centre, Council facilities and suburban centres is inclusive and prioritises people who can't use active and public transport.
- **Principle D:** parking is priced at a level that achieves policy objectives, is consistent with broader transport objectives and supports Let's Get Wellington Moving.
- **Principle E:** support local area-based parking plans where there is a need and community support
- **Principle F:** primarily focus the Council's role on prioritising existing space, not on increasing parking supply.
- **Principle G:** provide parking space availability information.
- **Principle H:** align Council business operations with the parking policy and report annually on performance.

What we asked:

Submitters were asked:

- a) To what extent do you think these principles will be helpful in us achieving our objectives? Score the principles from very helpful to very unhelpful.
- b) Are there any principles you think we have missed?
- c) Is there anything else you would like to tell us about the principles?

What submitters said:

a) Scoring the principles: (447 response(s), 95 skipped)

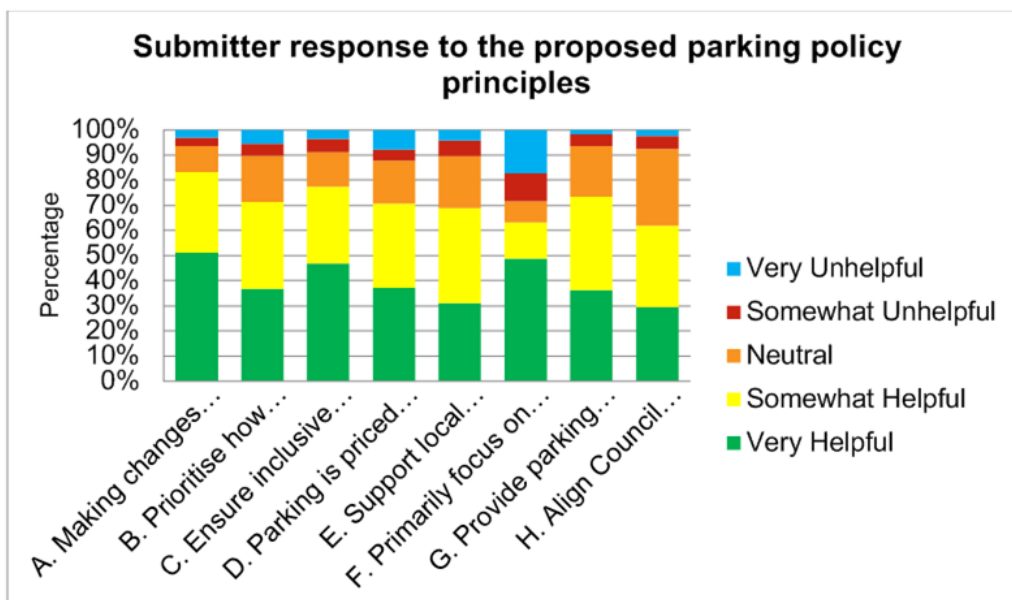


Figure 8: Graph to show the submitter responses to the question: to what extent do you think these principles will be helpful in us achieving our objectives?

Overall submitters supported the proposed principles for the parking policy with 60 percent of responses (at least 268 submitters) ranking each of the principles as very helpful or somewhat helpful. The two principles that received the least supportive responses were:

- Principle F: primarily focus the Council’s role on prioritising existing space, not increasing parking supply – received 126 very unhelpful or somewhat unhelpful responses, and
- Principle D: parking is priced at a level that achieves policy objectives, is consistent with broader transport objectives and supports Let’s Get Wellington Moving – received 54 very unhelpful of somewhat unhelpful responses.

Organisations that did not support Principle F included The Chamber of Commerce (encouraged the Council to increase its off-street parking supply), Hurricane Denim, the Johnsonville Residents’ Association and RetailNZ. RetailNZ are concerned that reducing the number of carparks in the central city will make it harder for customers to access retail premises in the CBD and encourage them to shop elsewhere. To mitigate this, RetailNZ recommend that the Council should increase the supply of parking, particularly off-street parking.

b) Principles we've missed: (164 responses, 378 skipped)

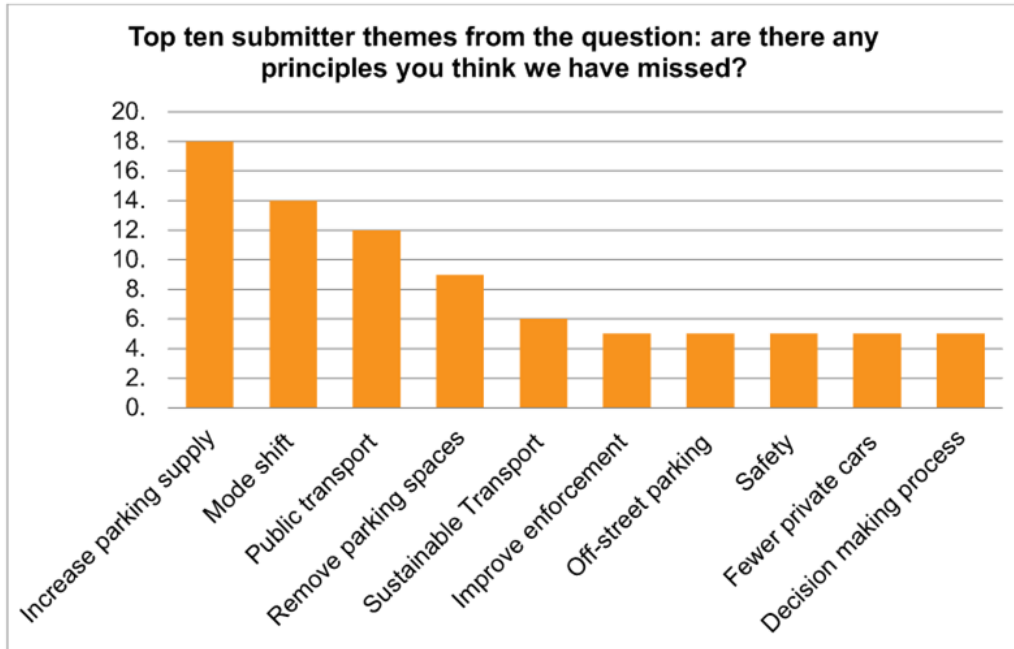


Figure 9: Graph to show the top ten submitter themes from the 'missed principles' question.

11 percent of submitters who answered this question raised concerns about increasing parking supply. Most of these responses requested more parking, either in general or more Council-controlled parking. Organisations that raised this theme included the Village Goldsmith, Strathmore Park Residents' Association and the Johnsonville Residents' Association. Other submitters requested more of a particular type of parking such as park and ride, motorbike, bicycle and mobility parking. 14 submitters raised the need for a statement about parking enabling or supporting a mode shift to alternative forms of transport to cars. Organisations that covered this theme in their response included Parsonson Architects Ltd, Connect Wellington, Millions of Mothers and Generation Zero. The public transport theme covered similar points about changing from a car-centric transport system to one focused on making public transport accessible, reliable and affordable.

Illustrative quotes from individual submitters

- There's something missing about collaboration with other stakeholders - GWRC and NZTA are two that come to mind; central government too. There's a bit of finger pointing regarding the bustastrophe which jars with me when the various parties should be working together to solve (David Harkness).
- Prioritising replacing all the parking that has been lost in recent years to call the parking buildings that have been closed (Chris Benham).
- Increase in availability of free motorcycle parks (George Clark).

- Any changes to parking prices are only to be considered if relevant to improving overall transport objectives, and are totally divorced from any need to increase income for rates alleviation (Robert Bevan Smith).
- I can't see any consideration of Te Tiriti in the discussion document. Suggest you get some advice from Tiriti partners (Patrick Morgan).
- Prioritise Council owned parking operations above privately owned operators (James Fenton).

Illustrative comments from organisations	
Greater Wellington Regional Council	We suggest either modifying the first principle as follows, or adding a new principle with a similar effect: Make parking changes that are linked to improvements in the overall transport system, with particular attention to improving public transport, walking and cycling.
Strathmore Park Residents Association Inc.	Support provision / restoration of Council parking buildings.
Environmental Reference Group	<p>Include an additional Principle to support Principle D that makes clear the approach that will be taken to demand-based pricing of parking.</p> <p>Word this principle as: Demand-based parking pricing for on-street and/or off-street WCC carparks or facilities will be priced at a level that sees parking space operate at an optimum level of use (85% of capacity).</p> <p>Reason: Evidence from overseas shows that where pricing is designed to 'optimise' use, it is highly effective in enabling the 'true' value of a car park to be realised. For example, in an area which becomes less busy (eg if people increasingly choose alternative modes), costs will drop accordingly. Similarly, in an area seeing an increase in traffic wanting to park, the price goes up and does one or more of: encouraging use of other forms of transport, seeing some drivers visit at other times, achieving faster turnover etc., all of which help 'optimise' the use of the space. (Note: the 85% level of use of available parks in an area is what experts suggest is optimal).</p> <p>Include an additional principle to support development of parking infrastructure to aid access and mobility; and secure, weather-protected facilities for micro and active transport modes.</p> <p>Reason: Provision of such infrastructure in streets (residential and city) and destinations (shopping areas, parks etc) enhances equity for people who need to use mobility</p>

	parks (many are currently of a sub-standard design), and further improve competitiveness of micro and active transport modes. When well designed and placed, such facilities can also enhance amenity, calm traffic and contribute to place making.
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c) Anything else you would like to tell us? (157 responses, 385 skipped)

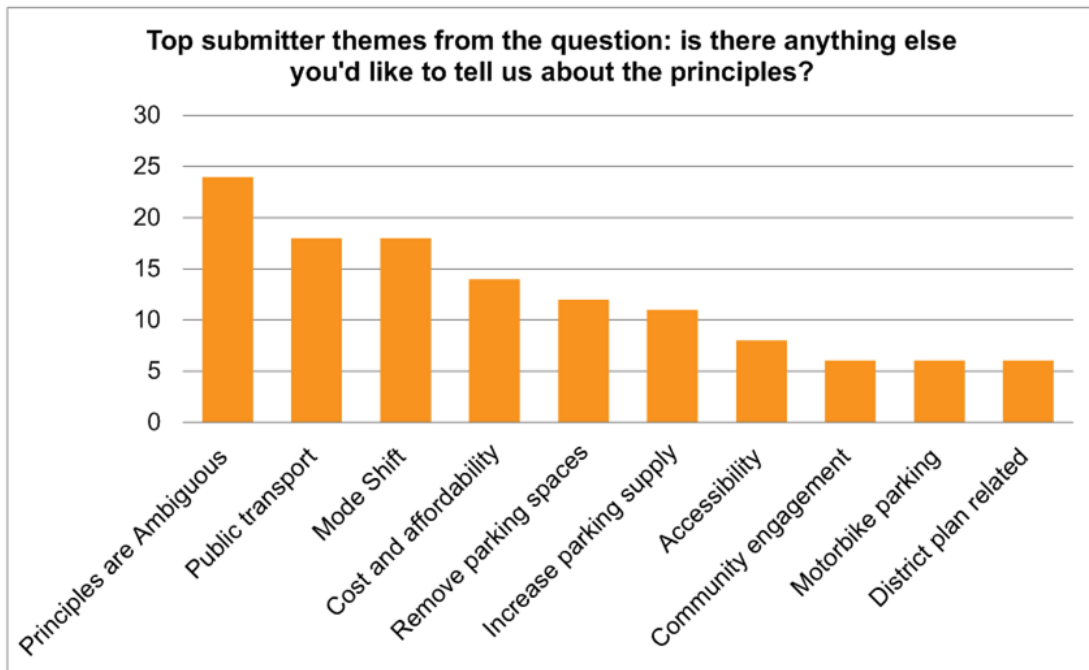


Figure 10: Graph to show the top ten submitter themes from the 'anything else you would like to tell us about the principles' question?

As with the objectives question, the key theme emerging was the ambiguity of some or all of the principles (15 percent of responses). Submitters raised concerns that the principles were not clear or not understandable. Again, as with the previous question about missed principles, 11 percent of submitters raised issues about public transport and mode shift.

The following organisations were generally supportive of the principles and many gave suggestions to improve the wording or recommended additional principles CCS Disability Action, Enterprising People, Waka Kotahi New Zealand Transport Agency, Mount Victoria Residents' Association, The Chamber of Commerce and the Environmental Reference Group.

Organisations less supportive of the principles included The Village Goldsmith, Strathmore Park Residents' Association and RetailNZ.

Illustrative quotes from individual submitters:	
Positive	Negative
<ul style="list-style-type: none"> ○ I think these are a useful set of principles (David Harkness). ○ Car park pricing should be more dynamic, so that standard car park prices in the central city are more expensive when there is the highest demand for them, with the aim that for each area, 10% of standard car parks are generally always available. And when car park demand is low, prices should be low, or free. This is a good balance between maximising the monetary benefit to the council and the utility to car drivers (Andrew Wharton). 	<ul style="list-style-type: none"> ○ They're misguided, uneconomic and fallible. Let's fix our broken infrastructure instead of following a green Utopian dream that is doomed to fail (Ian Douglas). ○ Those principles are so abstract and meaningless, it feels pointless to rate them (Tamati Tap). ○ Principle C: ensure that access to the city centre, Council facilities and suburban centres is inclusive and prioritises people who can't use active and public transport - wording could be improved to specify that available parking is prioritised for these people, not access in general (Rhedyn Law).

Officer's response

The principles set out how we will apply and manage the policy in order to achieve the objectives. As with the objectives, the majority of submitters who answered this question thought they were very helpful or somewhat helpful. Where the submitter's recommendations did not alter the intent of the principle, the Parking Policy has been amended accordingly.

Although a few submitters requested a new principle to increase parking supply, this has not been added. Constructing new parking buildings, particularly in the central city, will not achieve the Council's goals for the city such as becoming a zero carbon capital, accommodating population growth, and moving more people with fewer vehicles. We are working with our partners to improve public and active transport infrastructure for the city to provide more travel choices for people.

Submitter concerns about insufficient parking spaces are not supported by parking data. Occupancy data for the Council pay-by-space parking shows that average occupancy across all sensor spaces does not exceed 90 percent on weekdays or weekends. At the weekend, the Council-managed off-street parking building on Clifton Terrace is not fully occupied and there are private parking spaces available. By implementing parking management changes, such as demand-responsive pricing and the parking space hierarchy, access to the right type of parking, and for those that need it, will improve.

The parking management hierarchies for each area also has, as a final parking response, the consideration of shared use agreements with private parking providers

and other ways to increase parking space supply. Therefore, after implementing management approaches to decrease demand, there is an option in the Parking Policy to increase parking supply. A decision such as this, particularly if it requires land for a new car park, would need to be raised through the long-term plan process to seek the public's view on whether such an investment is a priority for the city.

Parking Priority Hierarchy

What we proposed:

Parking demands vary in different locations throughout the city. Prioritised parking will depend on what area of the city is being looked at, and what factors are being taken into account. The top priority is safe and efficient movement of people and goods. The proposed hierarchy prioritises parking space use from the most important to least important for seven different areas of the city. The following diagram is the hierarchy people were requested to comment on:

Parking space hierarchy diagram

Location	Highest priority	High priority	Medium priority	Low priority unlikely to be accommodated	Lower priority	Lowest priority	
Key transport routes		Bus stops		Urban design features Mobility Loading zones Bicycle and other micro-mobility Car share Electric-vehicle charging Short-stay SPSV/taxi stands Motorcycle Public bus layovers	Bus and coach Residents Commuter		
Central city	Safe and efficient movement of people and goods (footpaths, bus lanes, cycleways, no stopping zones/clearways, construction and maintenance works)	Bus stops Mobility Urban design features Bicycle/micro-mobility Loading zone Short-stay	SPSV/taxi stands Car share Electric-vehicle charging Motorcycle	Coach and bus	Public bus layover Residents Commuter	The lowest priority across all areas is Long stay parking of private non-motorised vehicles (trailers, towed caravans, boats), advertising vehicles and motorhomes.	
Suburban centres (shopping precincts)		Bus stops Mobility Urban design features Bicycle/micro-mobility Short stay	Loading zones Motorcycle SPSV/taxi stands Car share Electric-vehicle charging	Public bus layover Coach and bus	Residents Commuter		
City fringe and inner city suburbs		Bus stops Urban design features Residents Car share	Mobility Electric-vehicle charging	Short-stay Loading zones Bicycle/micro-mobility Public bus layover	SPSV/taxi stands Motorcycle Commuter Coach and bus		
Outer residential areas		Bus stops Urban design features Residents	Car share Mobility Electric-vehicle charging	Short-stay parks Loading zones Public bus layover	Bicycle/micro-mobility SPSV/taxi stands Motorcycle Commuter Coach and bus		
Council parks, and sports, recreation and community facilities off-street parking		N/A	Bicycle/micro-mobility Mobility Motorcycle Short-stay Coach and bus Urban design features	Electric-vehicle charging	Car share SPSV/taxi stands Residents Commuter		Public bus layover Loading zones Bus stops
Council's central city off-street parking			Mobility Bicycle/micro-mobility Motorcycle Short-stay	Car share Electric-vehicle charging Commuter	Loading zones Coach and bus Public bus layover Urban design features Bus stops Residents SPSV/taxi stands		

* Small passenger service vehicles

Figure 11: Diagram to show the proposed parking space hierarchies

What we asked:

Submitters were asked:

- a) To what extent do you agree or disagree we have the parking priority correct for:
 - Key transport routes
 - Central city
 - Suburban centres
 - City fringe
 - Outer residential areas
 - Council parks, sports, recreation and community facilities
 - Council's central city off-street parking

- b) Is there anything else you would like to tell us about the proposed parking space hierarchies?

What submitters said:

- a) Key Transport Routes (442 responses, 100 skipped)
- b) Central city (446 responses, 95 skipped)
- c) Suburban centres (440 responses, 102 skipped)
- d) City fringe (442 responses, 100 skipped)
- e) Outer residential areas (441 responses, 101 skipped)
- f) Council parks, sports, recreation and community facilities (440 responses, 102 skipped)
- g) Council's central city off-street parking (433 responses, 109 skipped)

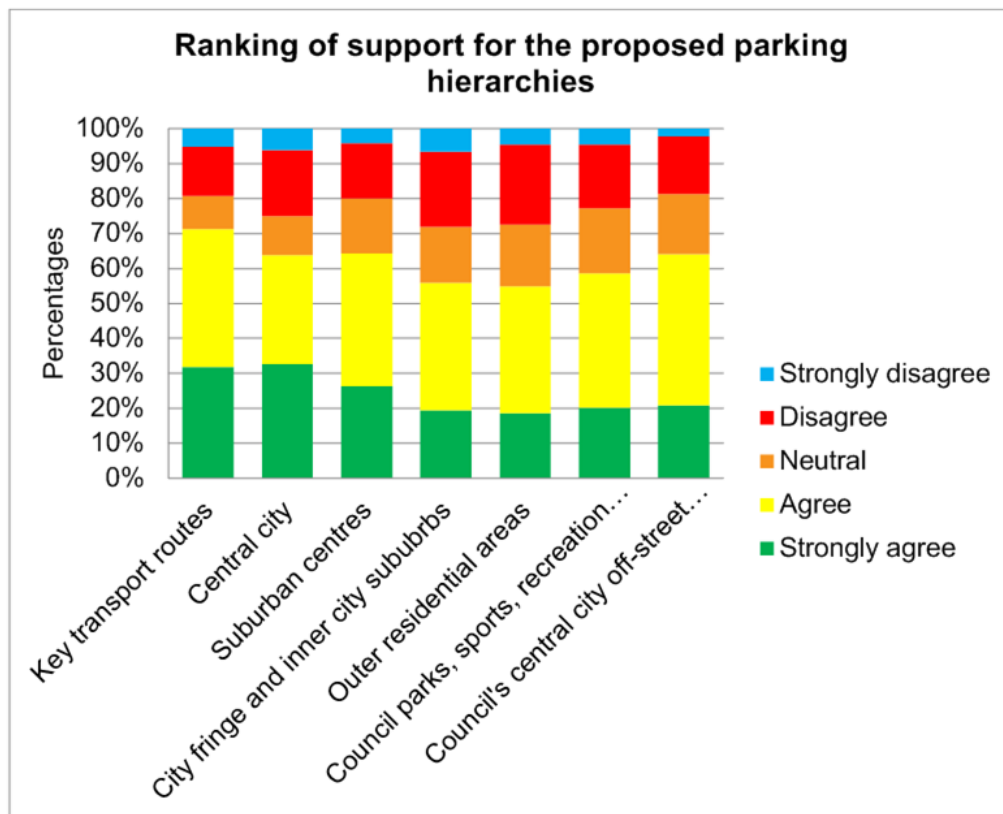


Figure 12: Graph to show the submitter responses to the question: to what degree do you think we have this hierarchy correct for...<name of area>?

Overall submitters supported the proposed parking hierarchies for each of the seven areas. Each of the proposed hierarchies received more than half of the responses ranking the hierarchies as strongly agree or agree. The hierarchy proposal that received the least supportive responses was for the city fringe which received 28 percent as disagree or strongly disagree.

Those organisations that ranked four or more of the proposed hierarchies as 'disagree' or 'strongly disagree' included The Village Goldsmith, Campbell Pope Architects Ltd, Nada Bakery, Aro Valley Properties Ltd, Driving Miss Daisy Wellington North, Hurricane Denim and RetailNZ.

- h) Is there anything else you would like to tell us about the proposed parking space hierarchies? (287 responses, 255 skipped)

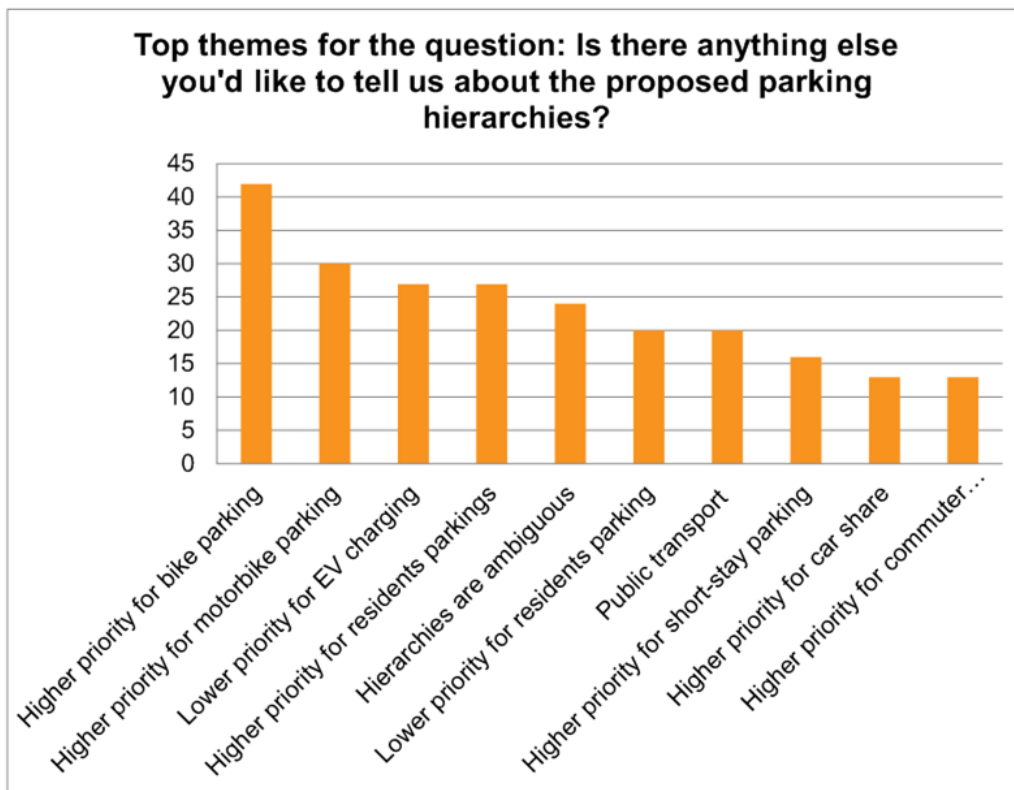


Figure 13: Graph to show the top ten submitter themes from the 'parking priorities' question.

The most frequently raised theme by submitters who answered this question was for bike/bicycle parking to be a higher priority (fifteen percent of responses). Some noted that bike parking should be the highest priority in every area or a higher priority in the city fringe area. Others requested more secure bike parking. Not every submitter specified an area for their comment.

The second most frequently raised comment was for motorbike parking to be a higher priority (ten percent of responses). This was a mix of comments suggesting motorbike parking should be a high or higher priority in all areas or specifically a high or higher priority in the central city. Some submitters rationalised that because

motorbikes are smaller than cars, they can park in the equivalent space of one car and help reduce congestion on the roads.

The third most raised theme was that electric vehicle (EV) charging parks should be a lower priority. Some submitters specified they should be confined to area as outer residential or all areas except residential. The reasons given were that people with electric vehicles should be charging them at home as it's the owners' responsibility. Other reasons included that electric vehicles are using the same amount of street space and contribute to congestion. These submitters stated that providing charging parks is unfair to those who cannot afford an electric vehicle.

Slightly more submitters wanted residents parking to be a higher priority (27) than those who suggested it should be a low priority or no priority at all (20). Some of the responses for these themes specified an area where residents parking was a priority, mostly city fringe, central city or outer residential, but many did not specify a location. Reasons given for residents parking being a higher priority were mostly related to being able to park on their own street and close to their homes. Another rationale was that residents were competing for spaces with commuters and businesses. Reasons given for lowering residents parking priority included:

- the public streets are not a private parking lot,
- parking on the street is a privilege not a right,
- reducing or removing residents parking will free up space for active and public transport encouraging a shift away from car dependency, and
- removing residents parking will encourage those with off-street parking to use it for their vehicles.

An issue raised by a number of organisations that was not in the top ten themes but of note was to: ensure bus and coach parking and bus layovers have a higher priority, particularly for the central city, city fringe and outer residential areas. Submitters who raised this concern and the potentially negative impacts it² could have on both commercial and public bus services included: the Bus and Coach Association NZ, Greater Wellington Regional Council, the James Cook Hotel, Tranzit Group, WellingtonNZ and Xplortours.

Illustrative quotes from individual submitters:

Key transport routes

- Key transport links such as Lambton Quay/ Willis st/ Manners St are often key transport links because they are surrounded by dense retail, hospitality, office and residential areas. Prioritisation of micro mobility and active transport end of trip facilities should also be equal to bus stops. 5 minute drop off facilities for taxi/ ride share should be a medium priority, enabling more people to use modes other than private car that suit them. This would better align with the broader transport outcomes for Wellington (Jay Hadfield).
- A definition of key transport routes would be useful. Karori Road and

² Such as multi-night tour companies avoiding Wellington and health and safety concerns for drivers

<p>Glenmore Street should be in this category. They both have problems with delays for buses and unpleasant cycling because of parking spaces taking up space. I think that car share spaces should be high priority in the central city (Tim Jenkins).</p>
<p>Central city</p> <ul style="list-style-type: none"> ○ Motorcycles are too low in cbd areas (Tania Penafiel). ○ Motorcycle parks should be prioritised in all areas in and around the CBD. These are the most efficient parking spaces for people per m2. Encouraging motorcycle parking in the CBD takes pressure off the remaining parks. It is a fact that if you support motorcycle parking in your city, you will see greater numbers of commuters etc using motorcycle parks which will free up car parks in other areas, Effectively increasing the parking stock without changing the physical area dedicated to parking! (Andrew Crow).
<p>Suburban centres</p> <ul style="list-style-type: none"> ○ Very faulty thinking about commuter parking in city fringe and suburban centres. Looks like you're trying to kill off retail in these areas (Brenda Pilott). ○ As station based car sharing is a proven benefit to cities across the world, I feel it should have High Parking Priority in the Suburban Centre (Eunice Salta).
<p>City fringe</p> <ul style="list-style-type: none"> ○ There is a need for bicycle parks in the suburban and urban fringe areas as many flats do not offer a garage or shed for bike parking. More young professionals and students would bike if they had somewhere safe to lock up a bike - many do not have space to keep one inside (Catherine Hay). ○ Residents in the city fringe need their visitors to be able to park in short stay parks eg midwives doing home visits to babies (Claire Solon). ○ You COMPLETELY fail to recognise resident parking as a PRIORITY for inner city dwellers. I live in the city. I drive a car. I need a park. I pay a lot of money towards rates. I pay a lot of money for a resident permit with absolutely NO guarantee of a park. This is wrong! You cannot keep treating car drivers as 3rd class citizens - Green leaning Council or not! (Kathrin Strati).
<p>Outer residential areas</p> <ul style="list-style-type: none"> ○ Why are EV charging parks of medium priority in every area? They should be lower priority in outer residential areas as many owners can charge vehicles at home or go to other off street charging points (Rachel Cox). ○ Particularly for the city fringe and outer residential areas, there needs to be residents' and coupon parks should be a higher priority than "urban design features". Until you improve the buses, people will still rely on cars to get them to work from outside the inner city (Aimee Sanders). ○ need more residents only parking options in the outer suburbs, such as Island Bay, Karori (Alex White). ○ Why are bicycle/micromobility parks a low priority in outer residential areas?! People should be encouraged to use bikes and scooters when going to the local shops. Look at Newlands Mall: WCC have installed bike parks on Bracken Road and at the Stewart Drive end but none by New World which is the shop that attracts the biggest numbers. So I have to tie my bike to the trolley bay. Why are EVs given such high priority? They may be seen as more environmentally friendly as standard cars but they don't resolve the congestion problem. By favouring EVs, you are encouraging people to buy a new car. You should encourage people to DITCH their cars (Nat Leamy).

<ul style="list-style-type: none"> ○ Bicycle/micro-mobility parking should also be high priority in outer residential areas if you want to encourage people to make short trips using these transport options (Lucy Stewart).
<p>Council parks, sports, recreation and community facilities</p> <ul style="list-style-type: none"> ○ There should absolutely be bus stops by Council sports facilities. It's all the driving back and forth across the city taking kids to ASB, Newtown Park, school and after school activities that adds to transport congestion and car emissions. Changing the Karori bus route, means kids at Wellington College now need to catch 2 buses and takes over an hour to get home if they don't get a school bus. Metlink have turned people off using buses since their changes make it slower and more inconvenient :- (Miett Fear). ○ My concern with Council Parks, Sports, Recreation & Community Facilities is that for people with young children there is often no option but to take them in the car and may mean that some people are unable to come if they can't park. Additional incentives for families to move to more sustainable transport could aid this (Zoe Ogilvie).
<p>Council's central city off-street parking</p> <ul style="list-style-type: none"> ○ The entire focus is on prioritising car parking, rather than the use of road space for moving people. The best option for some of these areas may be to remove parking to prioritise active transport modes, there is no provision for this in the parking policy. Council's central city off-street parking could also take into consideration the time of day, and give consideration to providing for residential parking outside of business hours. The parking policy should also consider major suburban transport routes and parking along these, such as Adelaide Road (Rhedyn Law). ○ I feel that for Council's Central City Off-Street Parking, urban design features should have high priority - the council needs to take leadership on this one because, nimby objections notwithstanding, it can make a big difference to the overall feel of the city (Ilya Skaler).
<p>Generic to all areas/unspecified</p> <ul style="list-style-type: none"> ○ Residents parks need to move up the priority and EV charging parks move down (Nik Artemiev). ○ Car share should always be ahead of private car parks - we need to reduce dependence on private car ownership (Jonathan Zukerman). ○ While I agree with most of the hierarchies it seems like urban design features are given too much priority. Maybe the survey needs to define the term "urban design features" or use a different name as it's hard to relate to what these design features are (Matt Philips). ○ The hierarchies are too rigid and ought to reflect much more localised factors of demand. For example, Lambton Quay cannot be a street full of bus stops otherwise the space is poorly utilised. It needs loading zones all day long, and there is little need to remove short term parking in locations where there is high utilisation and plenty of space for pedestrians. In general, the principles have some value, but it tends to classify areas without regard for what activities are going on there. e.g. Miramar South close to the Airport is quite different from say Karori South (Scott Wilson). ○ Car parking in residential streets should be strongly discouraged. Residential streets are public spaces and priority should be given to people, not cars. The Covid 19 lockdown demonstrated how poorly served we are by our footpaths and how much space is taken by vehicles. The lockdown also demonstrated

how much people valued being able to move freely through these public spaces without feeling threatened or hemmed in by vehicles. I would support charging residents high annual parking fees for parking on street, with this funding going towards transforming streets into people-friendly places (Dave Chowdhury).

Officer's response

Bus stops at Council parks, sports, recreational and community facilities:

Some submitters appear to have misunderstood the low priority given to bus stops at Council parks, sports, recreation and community facilities parking. They thought this low priority meant that bus stops would not be considered on the street when close to a Council facility. This is not the case. This particular part of the hierarchy is specific to the off-street, not on-street, parking at a Council facility and therefore, provision of a public bus stop off street is not considered appropriate, hence given a lower priority.

Bike/bicycle parking:

Taking in to account the number of responses that requested bike/bicycle parking is made a higher priority, this has been moved up the hierarchy for the city fringe/inner city suburbs. Many properties in the heritage/historic parts of the city fringe may not have adequate outside space for storing bicycles and micro-mobility devices. Given the proximity to the central city and higher proportion of students and young adults, these are viable transport choices for residents in these areas. Bicycle and micro-mobility parking is high priority in all other areas except outer residential.

Motorcycle/bike parking:

Similar to the quick poll on whether the Council should charge for motorbike/motorcycle parking, the proposed policy generated many responses from people wanting more motorbike parking, particularly in the central city. In the proposed hierarchy, motorcycle parking was high or medium priority everywhere except key transport routes, outer residential and city fringe areas.

While it is not recommended to change the priority placement for motorcycles, the hierarchy has been amended to make it clear that short-term and commuter parking includes cars and motorcycles. Rather than having motorcycle parking as a separate category. Therefore, where short-term parking is a high priority, this can be for four or two-wheeled vehicles. A survey of the Council's on-street motorcycle bays in the central city showed that they were predominantly occupied by all-day commuters. The priority vehicle parking in the central city is short-stay to support the retail, entertainment and service sectors not commuter parking. The overall objective is to move more people with fewer vehicles.

It is important to note that in residents' parking scheme areas motorbikes do not currently need a residents' permit and can park in coupon parking areas free of charge.

Bus/coach parking/layover:

In response to the issues raised about bus/coach parking and layover, these categories have been moved up the hierarchy. However, it is noted that bus/coach parking, particularly for layovers, is not an efficient use of on-street road space. The spaces take up more space than a typical car and are not used for very long or very frequently. Some of the need is seasonal rather than year round. Therefore officers recommend that where safe and practical, shared-use of these spaces occurs between commercial vehicles and public bus/coaches. Additionally it is recommended that alternative, private off-street space is secured for additional and overnight parking of commercial buses/coaches. Under the current road rules, a commercial bus/coach can use a public bus stop or loading zone (not restricted to goods vehicles only) to pick up or set down passengers only.

Given the importance of commercial bus/coach trips in and within Wellington for events and tourism, and its subsequent contribution to economic development, officers recommend WellingtonNZ lead the development of shared-use agreements for off-street parking areas. It is recommended WellingtonNZ facilitate collaboration between the bus/coach sector, Greater Wellington Metlink, Centreport, the ferry companies and other commercial operators on the outskirts of the central city.

Pricing Parking

What we proposed:

We proposed to implement demand-responsive pricing. This means that in areas of high demand, where it is difficult to get a park, the price would go up to encourage people to park elsewhere or stay for less time. In areas of low demand, pricing would go down, to encourage more people to park in these areas.

What we asked:

Submitters were asked:

- a) Do you agree with this pricing approach? Yes or No, and
- b) Is there anything else you would like to tell us about this proposed pricing approach?

What submitters said:

Do you agree with this pricing approach? (442 responses, 100 skipped)

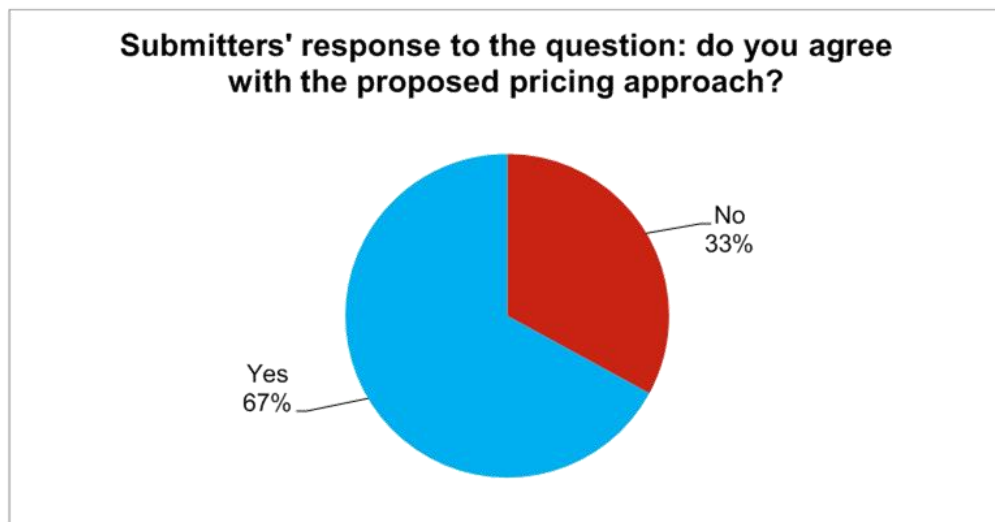


Figure 14: Graph to show the submitter responses to the question about the proposed pricing approach.

Just over 80 percent of submitters answered this question. Of those, 67 percent indicated they agree with the proposed pricing approach.

Organisations that did not agree with the pricing approach included: VFRPS, Dsport, CCS Disability (no for mobility parking spaces only), Nada Bakery, Aro Valley Properties Ltd, Sustainable Solutions Wellington, Hurricane Denim and Johnsonville Residents Association.

Anything else to tell us? (270 response(s), 272 skipped)

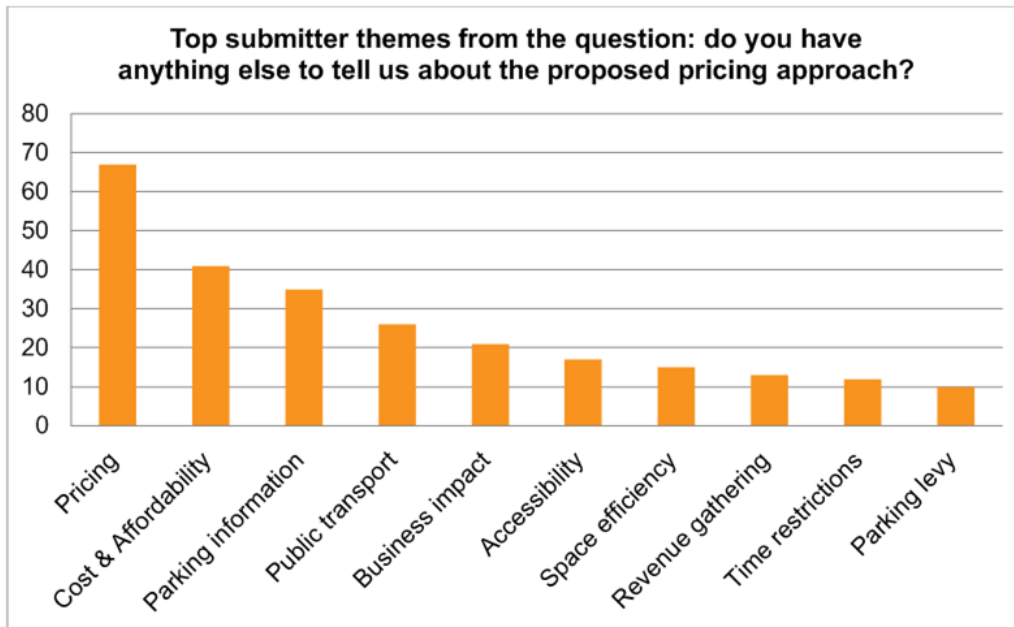


Figure 15: Top ten submitter themes from the question: do you have anything else to tell us about the proposed pricing approach?

The majority of responses on this section were a very broad range of pricing comments (25 percent). It was difficult to theme as each sub-theme was mentioned by only one or two submitters. Sub-themes included: reiteration of support or not for demand responsive or exponential pricing; wanting parking charges to increase, decrease, to be free or that charges were too expensive; Council was just revenue gathering; suggestion of zone-based pricing; all parking spaces should have a minimum charge and none should be free; price by vehicle size; get rid of credit charge transaction fees; link pricing to the Consumer Price Index or inflation; have a fixed rate; price by convenience and have a consistent price.

The next frequently raised comment (15 percent of responses) was in relation to income inequity. There were concerns that this pricing approach would advantage the wealthy and create a barrier to those on low incomes. Some submitters requested a form of transitional arrangement to help those on low incomes, these included organisations such as the Youth Council, Millions of Mothers, Sustainable Solutions Wellington and Connect Wellington.

The third most frequently raised issue by submitters was related to the provision of parking information (13 percent of the responses). The majority of comments related to ensuring high quality, real-time information to help people plan their journeys in advance if a demand-responsive pricing system is introduced. Other pricing

information comments noted that people want certainty; the pricing system would be too complicated and could result in people making unnecessary journeys due to not knowing what the price would be.

Illustrative quotes from individual submitters:		
Positive	Negative	Neutral
<ul style="list-style-type: none"> ○ I think all on-street parking should increase in cost, to discourage the use of private vehicles. The price could still, of course, go up more in areas of higher demand, and less in areas of lower demand, which would presumably have the same effect in encouraging people to park in areas with lower existing demand over areas of higher existing demand (Jess Mazengarb). ○ Strongly encourage this approach. If it is fully dynamic it should be welcomed, even if not fully dynamic, the principle should be applied and reviews undertaken quarterly to adjust rates (Scott Wilson). ○ We support the implementation of demand-responsive pricing as it will result in better turnover for car parks, meaning less cars driving round the city hunting for parks. However, we don't think that this is enough. The value of central city land is far greater than what the council currently makes back from parking 	<ul style="list-style-type: none"> ○ Price gouging. Shame on the council for suggesting this. Hutt and Porirua will benefit at Wellington's expense (Brenda Pilott). ○ Having 'low demand areas' won't reduce the number of cars coming in to the city. Parking prices should be there to encourage people to take up public transport or other alternatives. Rather have a blanket high price & residents only parking on fringe residential areas (Rachel Cox). ○ In some areas it would be better to remove the parking completely rather than have it priced higher, and replace with e.g. bus stops, bus lanes, cycle parking (Catherine Hay). ○ Demand-responsive parking and exponential parking charges is as silly as it sounds. It reeks of using complexity and terminology to get away with overcharging where possible. The council should use a simpler system that the public can trust and this could just be a slightly more tiered system than the current one (Jon Harris). 	<ul style="list-style-type: none"> ○ There needs to be a mechanism to advise price at the point of decision (i.e. a sign to say "all parks in this zone at surge pricing; \$10/30min" that I can see when driving a street) to avoid finding a park and then discovering the price is more than I'm willing to pay. Some sort of app based thing could be helpful (David Harkness). ○ Time needs to be factored with high demand. Some areas should have lower parking charges during quieter weekend mornings to encourage early social, sporting and health activities. It would increase during the day to suit demand (Shane Crowe). ○ Create two coupon parking zones - inner fringe; outer fringe, with price differentials. Those that want shorter walk can pay more. Otherwise it's only based on arrival time which is not changeable for most (Natalie Muir). ○ Could there be differential pricing for different vehicle types? For

<p>charges. If a park has low usage, we think that rather than make it super-cheap, we should find something better to do with the space. International research has shown that pricing, rather than time limits are: Easier to administer and enforce Can end up being cheaper for people parking Lead to more efficient parking (Jo Clendon).</p>		<p>example cheaper for smaller, less polluting vehicles (not just EVs) and higher for larger, more polluting vehicles like SUVs and utes (Tim Jenkins).</p>
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Illustrative comments from organisation submitters:		
Positive	Negative	Neutral
<p>The Chamber of Commerce supports the Council's proposal for demand-responsive pricing. That is, in areas of high demand, the price would go up to encourage people to park elsewhere or stay for less time, and in areas of low demand, pricing would go down. The Council has invested a large amount of capital expenditure on smart parking data, this should be utilised to inform demand-responsive pricing that is dynamic. The smart data information provided in the "Background Information and Issues Report" is a good starting point to inform the outcome of this further. Certain parking areas that are high- or</p>	<p>Johnsonville Residents Association: The demand pricing approach can only work if the WCC also supports increasing parking supply in areas where demand is high. As the WCC principle is to only decrease parking supply while its own growth plan include even more people trying to drive to work, also having demand pricing for parking a is just an excuse to charge more for less and to exclude lower paid (who often live in areas far away with poor PT) from work opportunities in the areas with the most jobs.</p>	<p>Youth Council: Variable pricing is encouraged to best dynamically manage parking across Wellington. 11. A focus on lowering carbon emissions is critical to Wellington's parking approach. However, this must also be weighed against the ability for people (and in particular, certain groups like young people) to pay. To ensure that an environment focused approach is taken, without making options unaffordable to young people, efforts to incentivise and motivate other transport options is a core element of the success of the proposed Parking Policy.</p>

<p>low-demand are not always so during every hour and every day of the week. The pricing should reflect this. Where an area is high-demand all day from Monday to Friday, but low-demand on Saturday and Sunday, the pricing should be responsive to this. Further, if an area is high-demand in the morning but low-demand in the afternoon, the pricing should be responsive to this. Further we note the comments in the consultation material, regarding the PayMyPark app, which allows users to see available sensor parking spaces in real time that this "may help." We would agree and support greater promotion and use of this app, perhaps this has been underutilised as a tool. The Council, businesses, and residents are all better off with heavily occupied parks at a truly demand-reflective price than with heavily occupied parks on some days of the week or during some hours of the day. The Chamber encourages the Council to implement demand-responsive pricing that is dynamic across the hours of the day and days of the week.</p>		
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Officer's response

Overall support for a move to a demand responsive approach to pricing parking was high, including from a range of organisations. Demand responsive pricing for the commercial areas of a city are proven to be successful in other cities, such as San Francisco and Auckland. Commercial parking operators, such as Wilson Parking, use demand-responsive pricing to optimise the use of their parking areas and buildings. The evaluation of these existing schemes, including pilot schemes, has delivered the following outcomes:

- reduced localised congestion
- reduced overall public spend on parking charges
- improved efficiency of space use
- higher prices during peak demand times did not negatively impact nearby businesses
- higher turnover of spaces to improve available parking spaces
- more convenience for users as there is no time limits
- a ten-minute grace period allows for quick errands and convenience.

This demand-led pricing approach will not work without high levels and types of parking information to enable people to plan their journeys in advance and know how much they can expect to pay. The Council could not implement a new pricing system without investing in new parking infrastructure and technology. Additionally the Wellington Consolidated Bylaw 2008 part 7 Traffic needs amendment to provide for a demand-responsive pricing approach.

The Parking Policy does not set the dollar amount for any of the parking fees and charges. Instead it describes how the Council will employ price to manage occupancy and use of parking spaces. The policy sets out the parking management hierarchies which describe the triggers and occupancy thresholds before a parking charge is introduced or increased/decreased.

In response to the concerns raised about the impacts a demand responsive pricing system may have on lower income households. A demand responsive pricing system does not price all parts of the commercial area at a high demand rate all of the time. To encourage optimal occupancy of all on-street parking spaces, some areas would be priced lower than others and some times of the day or days of the week the price would be lower. Therefore, people will have a choice between price and proximity to destination. As the Council only manages approximately 14 percent of all parking in the central city, there will also be alternative parking options from other providers.

Data from the 2018 census shows that the levels of car ownership decreases as household income decreases, and corresponding levels of active and public transport use increases. To ensure consistency with the objectives of the parking policy and Council strategies previously mentioned to incentivise active and public

transport use, it is recommended not further discounting parking charges for lower income households.

Ensuring access for all: mobility parking*What we proposed:*

We proposed merging the Mobility Parking Policy 2005 into one new Parking Policy, supporting this with an 'access for all' objective and principle and make mobility parking spaces high priority for most areas of the city. It was also proposed to retain the current mobility parking permit holder concessions for all types of standard parking spaces and designated mobility parking spaces. These are to park:

- for one hour over any time restriction of 30 minutes or longer
- one hour over the time that the permit holder has paid for.

We proposed to continue to provide a meter that accepts coins at each mobility parking space. It was recommended that mobility parking guidelines are developed to inform the location, placement and design of mobility parking spaces.

What submitters said:

People who submitted on behalf of an organisation were those that have a particular remit or focus on the disabled community. These were Aotearoa Accessibility Tourism, CCS Disability Action Wellington, Disabled Persons Assembly, Driving Miss Daisy Wellington North, Dsport and the New Zealand Human Rights Commission.

Submitter	Feedback	Officer's response
Aotearoa Accessibility Tourism	<p><i>(received as an oral submission, not verbatim)</i></p> <ul style="list-style-type: none"> ○ Support services struggle to access the city to be there for people with disabilities (non-mobility). ○ How do you know how much it will cost to park in different places? Who pays for it? ○ Can WCC set any of the conditions for private buildings? ○ Book parking spaces in advance? ○ Can an interpreter have a parking permit? Or a parking charge exemption? 	<p>Mobility parking permits are issued by CCS Disability Action and Sommerville Disability Support Services. The criteria are set consistently across the country (although the concessions may vary). The eligibility criteria is fairly broad with a focus on disabilities that restrict mobility:</p> <ol style="list-style-type: none"> 1. You are unable to walk and always require the use of a wheelchair, or 2. Your ability to walk distances is severely restricted by a medical condition or disability. If for example, you require the use of mobility aids, experience severe pain, or breathlessness, or 3. You have a medical condition or disability that requires you to have physical contact or close supervision to safely get around and cannot be left unattended. For example, if you experience disorientation, confusion, or severe anxiety. <p>Any change to broaden the criteria for a mobility parking permit would preferably need to occur at a national level, in order to avoid the confusion of having different criteria operating in different places. As this is an operational issue not a policy position, this conversation could occur at any time, if there was sufficient support from the disabled community.</p>
CCS Disability Action Wellington	<ul style="list-style-type: none"> ○ Supports the proposed objectives and principles. ○ We support the high priority value attached to mobility car parking spaces throughout the Parking Policy. 	<p>The operational issues and considerations raised will be covered in the new Mobility Parking Guidelines document. People with disabilities are more likely to also be unemployed or on a low and/or fixed income.</p>

	<ul style="list-style-type: none"> ○ Consider creating at least one mobility car park on each side street of the Golden Mile. 3566 mobility parking permit holders with a Wellington postal code address, only 28 spaces in central wellington, under resourced. ○ Consider creating at least one mobility car park, on road, close to essential services throughout the CBD. Include: medical practices, banks, supermarkets, dentists, WINZ offices, schools, education centres and short-stay drop off mobility car parks at entertainment hubs. ○ Consider creating at least one mobility car park, on road, close to essential services in all suburban centres and the city fringe, as above plus recreational facilities. ○ Consider increasing the number of mobility car parks at Council owned recreational facilities. ○ Recommend that the pricing approach of demand responsive be deferred for mobility car parks. Instead a flat rate be applied across all mobility car parks. ○ Ensure there is a process for individual residents to request mobility car parks in residential areas. ○ Ensure that all mobility car parks meet current standard and where possible extend to current best practice. Ensure that they are monitored, enforced, and cross-referenced to the other complimentary 	<p>Therefore, in addition to physical challenges to access services and other destinations, the cost of parking may be an additional barrier. There is no proposal to change the current mobility parking permit concessions, which apply to standard parking spaces as well as designated mobility parking spaces.</p> <p>The use and occupancy pattern of a mobility parking space is not the same as a standard mobility parking space, therefore a true demand responsive pricing approach would not achieve the same outcomes. In addition, people with mobility disabilities are not able to choose to park further away where it may be a cheaper rate.</p> <p>Therefore, Officers agree with the submitter and have amended the policy so that the demand responsive approach does not apply to the parking fees at mobility parking spaces. A flat consistent minimum rate will be applied instead.</p> <p>Any potential decrease in the minimum hourly rate for standard parking spaces will be applied to mobility parking spaces too.</p>
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	policy documents.	
Disabled Persons Assembly	<ul style="list-style-type: none"> ○ Disabled people are disproportionately impacted by parking availability. The availability of mobility parking in Wellington is very low and needs to increase. ○ Mobility parking must be high priority in ALL areas. 	<p>Mobility parking, (along with all other types of parking), is recommended as a low priority on key transport routes because in a high speed, high volume traffic situation, it is not considered safe for people getting in and out of cars. The parking management hierarchy recommends that mobility parking spaces, (and other higher priority parking spaces), are located in adjacent side streets off the key transport route instead.</p> <p>Mobility parking is a medium priority in city fringe and outer residential areas, and residents parking a high priority. The proposed new residents' parking scheme recommends allocating residents parking permits to mobility permit holders first. It also recommends only issuing up to 85% of available spaces as residents parking. This will ensure that mobility permit holders are more likely to get an on-street parking space, if required, close to their homes, or places they are visiting.</p>
Driving Miss Daisy Wellington North	<ul style="list-style-type: none"> ○ Drop off points for elderly/injured/people with a disability is crucial as we find drop off points almost impossible outside of a lot of the medical or treatment places in Wellington City. 	<p>The proposed changes to a demand responsive pricing approach would allow the Council to remove time restrictions and have a 10 minute 'grace' period in which people can use any parking space to pick up and drop off passengers. This system operates in Auckland.</p>
Dsport	<ul style="list-style-type: none"> ○ Mobility Parking should always be the top priority in all cases. Transports options are often limited for those who require mobility parking, and given the aging population, there is likely to be an increase in demand, 	<p>See previous response</p> <p>The policy proposes to improve enforcement of the Council's parking at its sports, recreation, community and other facilities. This is to ensure that the users of</p>

	<p>but limited flexibility in users. Micro-mobility etc are highly mobile people who have greater choices and options so they should come after mobility parking in the hierarchies.</p> <ul style="list-style-type: none"> ○ Although demand may be high, often this is in areas which are key to core services which often take longer than a "coffee" or "shopping trip" to complete. A mix of pricing options may be better suited for different service type areas, days and times. Weekend parking fees should be removed in areas where sport, active recreation, health and wellbeing services/facilities/opportunities are present to encourage more people to get out and active - taking into consideration reality such as having physical impairments, children and also Wellington's weather! ○ The introduction of additional micro transport parking options should not be done at the expense of people's safety and accessibility to the city roads and footpaths. If you have a visual impairment, scooters etc on the footpath are a hazard. Parking for these smaller modes of transport need to be creative both in design and function, such as the 2-level bike rack on Grey St. 	<p>those facilities can access the facility.</p> <p>The policy proposes to make the provision of micro-mobility parking a priority use of street space in several areas: the central city, suburban centres; Council off-street parking at facilities and Council off-street parking in the central city. As this is implemented, it should reduce the number of scooters etc parked on footpaths.</p>
<p>New Zealand Human Rights Commission</p>	<ul style="list-style-type: none"> ○ Our overall response to the proposal is while we understand the balancing of transport interests inherent in a policy such as this, we would like to see disability and 	<p>The glossary in the policy has been updated to make it clear that micro-mobility does not include mobility aids for disabled people.</p>

	<p>the issue of mobility parking given more visibility.</p> <ul style="list-style-type: none"> ○ In the glossary on page 2 where mention is made of 'Micro-mobility – small, light vehicles like bicycles, electric scooters and electric bicycles.' we are unclear whether disabled people using powered or unpowered wheelchairs and mobility aids fit in. ○ Again, in the diagram on page 5 of the proposed policy which mentions 'walking' and then 'micro-mobility' in the framework, but it is unclear where disabled people (who might not be walking) fit in. Are disabled people covered in 'active modes of transport'? We ask that disabled people be made visible on this infographic. ○ We strongly agree with the point in 3.1.3 on page 9 that many people can struggle to have their access needs meet in Wellington. ○ We also endorse the Objective on page 11 to ensure 'Access for all'. The Policy says 'this will be achieved, in part, through an improvement in mobility parking across the city.' In terms of how this will be achieved, can we suggest that disabled people help co-design the responses to the issue that affects them. We note some of the suggestions on page 25 related to mobility permits and price, but as we say disabled people (including mobility permit holders) could help design potential solutions. 	<p>The sustainable transport hierarchy diagram has a new symbol to show that 'walking' does include disabled people as people moving with a mobility aid on a pavement are considered pedestrians.</p> <p>Officers sought advice and feedback from the Accessibility Advisory Group and directly for some of its members during the review of the parking policies and development of a new policy and new mobility parking guidelines. Officers also sought feedback from CCS Disability Action who administer the mobility permit scheme.</p> <p>Officers ran a technical and user survey of the current Council mobility parking spaces to determine key issues with location, placement and design.</p> <p>A targeted engagement event was held at the Low Blind Vision offices in Wellington, attended by 8 people from the disabled community. Officers also shared information about the policy review and the consultation with over 40 organisations that support disabled people, many specific to the Wellington region or city.</p> <p>Disabled people will be an integral part of helping to develop an area-based parking plan. Officers expect there to be considered outreach with the disabled community so that they can participate.</p>
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Residents' Parking Scheme*What we proposed:*

Residents' parking schemes prioritise residents to park on the street near their home and ensure access for their visitors. We proposed to change residents' parking schemes with the introduction of a scheme guided by the number of households with off-street parking compared with households with no off-street parking.

What we asked:

Submitters were asked to:

a) check any or all of the boxes below that they thought were relevant:

- Residents' parking schemes will be guided by the ratio of households with off-street parking³ to households with no off-street parking.
- Provide car share, mobility and micro-mobility parking spaces.
- Reduce, remove or relocate coupon parking where it conflicts with residents' access/parking.
- Change on-street parking to short-stay parking only (up to 3 hours) with residents' exemption permits.
- Reduce the size of residents' parking exemption zones (so residents with permits can only park close to their home address).
- Limit the number of permits issued to 85% of capacity/total available spaces per zone.
- Set an annual application/renewal date and only issue permits for 12 months (with a refund option if you move out of zone).
- Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople to use.
- Introduce an online application and permitting system.
- Introduce discounted exemption permits for mobility permit holders and EV car-owners.
- Any second permit issued for the same household is more expensive.
- Other (please specify).
- None of the above.

b) Allocation of residents' parking permits: Do you agree with allocating permits in this order of priority, highest priority first? Please rank the following categories in order of priority with 1 being the highest and 8 being the lowest.

1. Mobility permit holders
2. EV owners with no off-street parking

³ households with off-street parking are those with a kerb crossing to the residential address or an encroachment licence for parking.

3. Pre-1930s houses or pre-1940s apartments with no off-street parking
4. Other pre-2020 dwellings with no off-street parking
5. All existing dwellings with 1 or more off-street space
6. Businesses located within the zone
7. New dwellings/homes built after 2020
8. Second permits

c) Do you have anything else to add about the residents' parking scheme, or any ideas we have not thought of?

What submitters said:

a) What submitters would like to see in a residents' parking scheme (438 responses, 104 skipped)

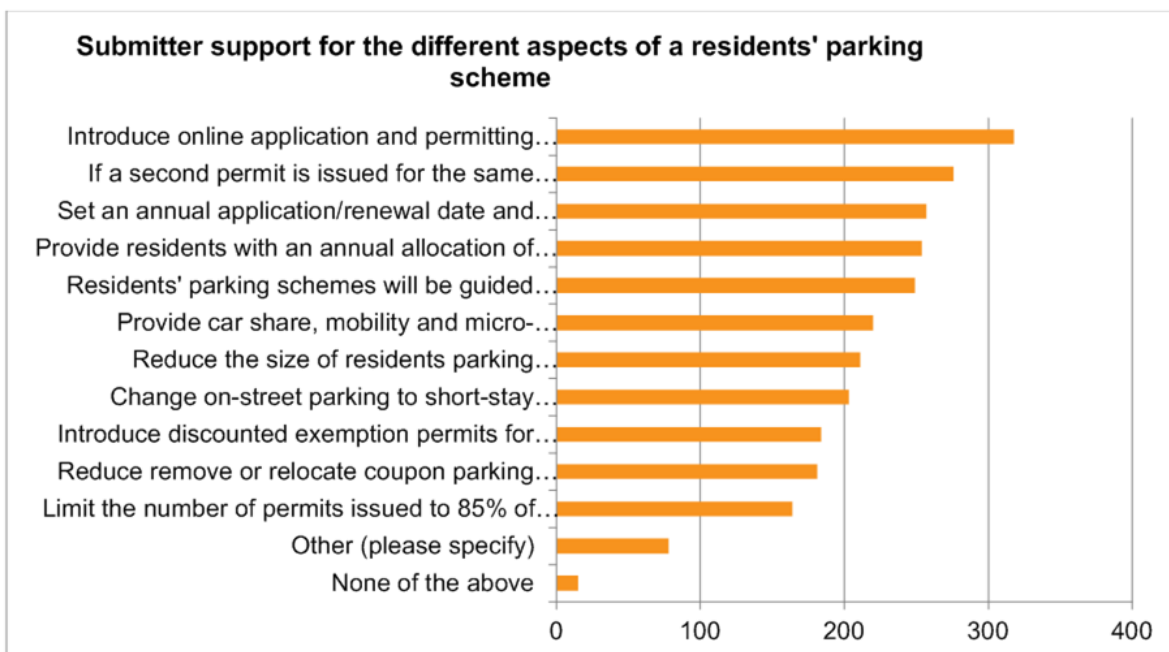


Figure 16: Submitter responses to the question: which of the following aspects would you like to see in the residents' parking scheme?

The following six residents' parking scheme design features, in order of support, received support from at least 50 percent of the submitters who answered this question:

- Introduce an online application and permitting system
- Any second permit issued for the same household is more expensive.
- Set an annual application/renewal date and only issue permits for 12 months
- Provide residents with an annual allocation of one-day exemption passes for visitors/tradespeople to use

- Residents' parking schemes will be guided by the ratio of households with off-street parking to household with no off-street parking, and
- Provide car-share, mobility and micro-mobility on-street parking spaces.

The least popular design aspect was to limit the number of permits issued to 85 percent of capacity/total available spaces per zone. 37 percent of respondents supported this feature.

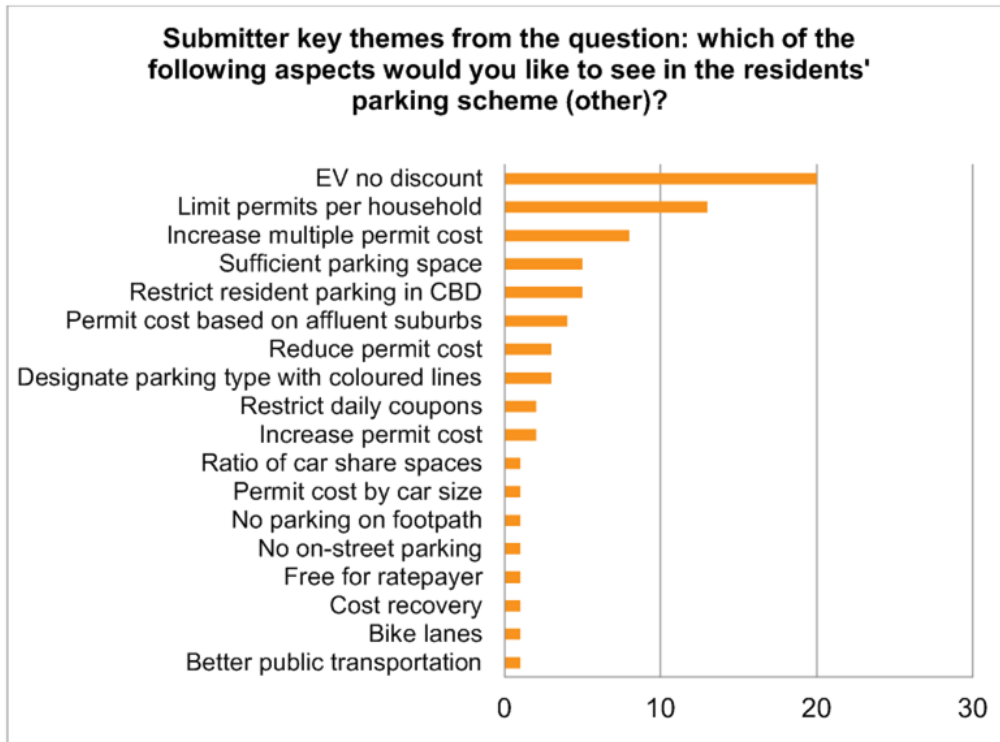


Figure 17: Graph illustrating the submitter responses to the 'other' option for the question which of the following aspects would you like to see in a residents' parking scheme?

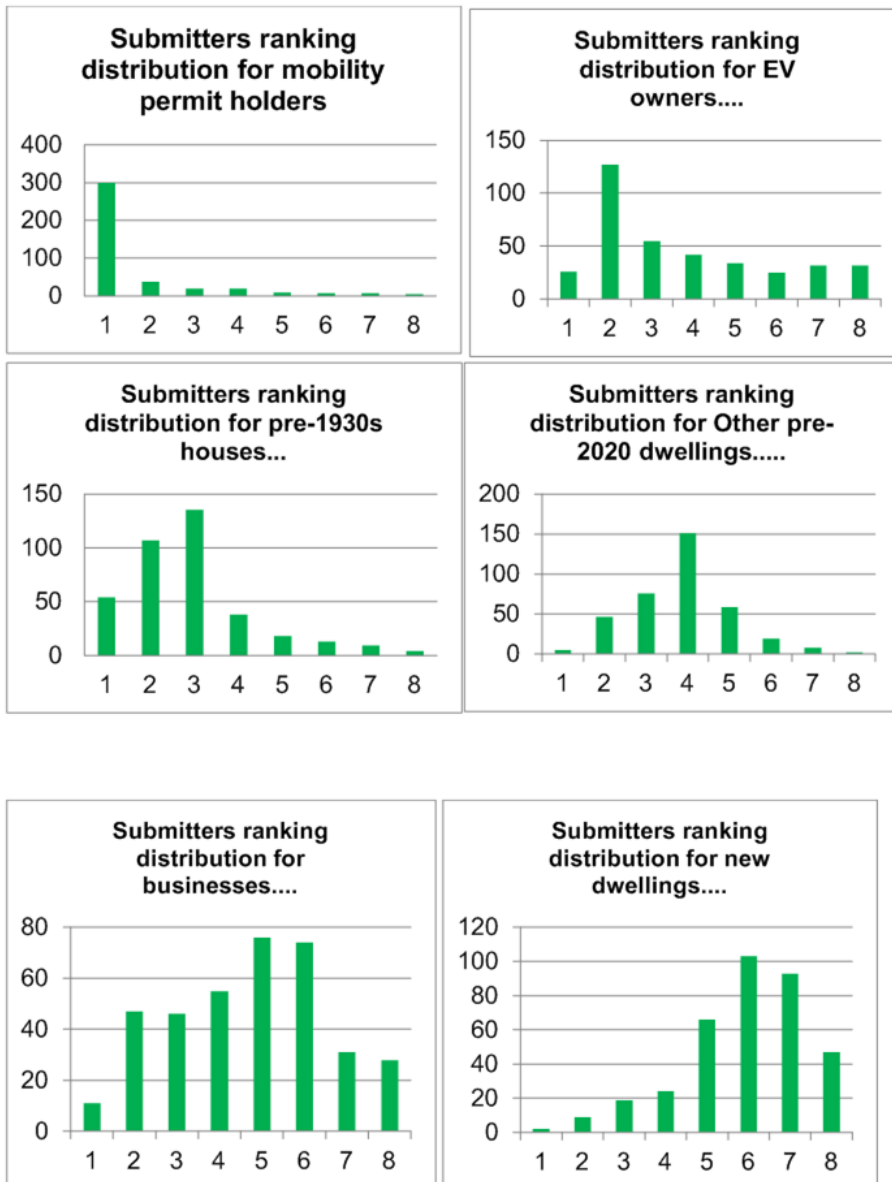
18 percent of submitters suggested an 'other' design feature for a residents' parking scheme. 26 percent of these were related to electric vehicles not having a discounted permit.

- b) Ranking the order of priority for allocation of residents' permits (410 responses, 132 skipped)

Priority category for allocation of residents' parking permit	Average priority score
Mobility permit holders	1.68
Pre-1930s houses or pre-1940s apartments with no off-street parking	2.88
EV owners with no off-street parking	3.79

Other pre-2020 dwellings with no off-street parking	3.85
Businesses located within the zone	4.70
New dwellings/homes built 2020	5.92
All existing dwellings with 1 or more off-street space	6.08
Second permits	6.58

Table 1: Priority category for allocation of residents parking permit



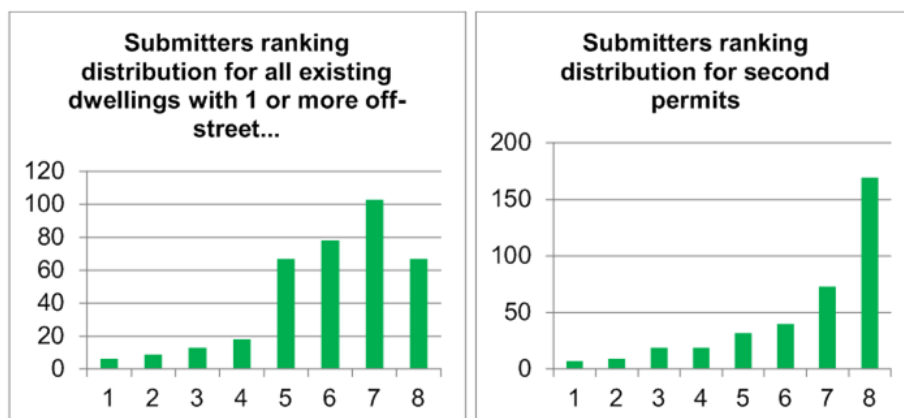


Figure 18: Eight graphs to show the submitter’s ranking for the allocation of residents’ parking permits.

The submitter’s ranking of the allocation of residents’ parking permits was different to that proposed. Submitters agreed that mobility permit holders should have first priority for a residents’ parking permit. However, ‘EV owners with no off-street parking’ is now prioritised third, not second. Additionally ‘pre-1930s houses or pre-1940s apartments with no off-street parking’ is now prioritised second, not third. ‘All existing dwellings with one or more off-street space’, based on average ranking scores, has moved down the priority order from fifth to seventh. ‘Businesses located within the zone’ also moved down up priority from six to five.

The next ranking by submitters was ‘new dwellings/homes built after 2020’, and seventh priority was given to all existing dwellings with 1 or more off-street space. The final ranking for the allocation of residents’ parking permits was the same as that proposed, for ‘second permits’ (see table below).

1	Mobility permit holders
2	Pre-1930s houses or pre-1940s apartments with no off-street parking
3	EV owners with no off-street parking
4	Other pre-2020 dwellings with no off-street parking
5	Businesses located within the zone
6	New dwellings/homes built 2020
7	All existing dwellings with 1 or more off-street space
8	Second permits

Table 2: Table of ranking results for allocation of residents’ parking permits

c) Anything else to add? (197 responses, 345 skipped)

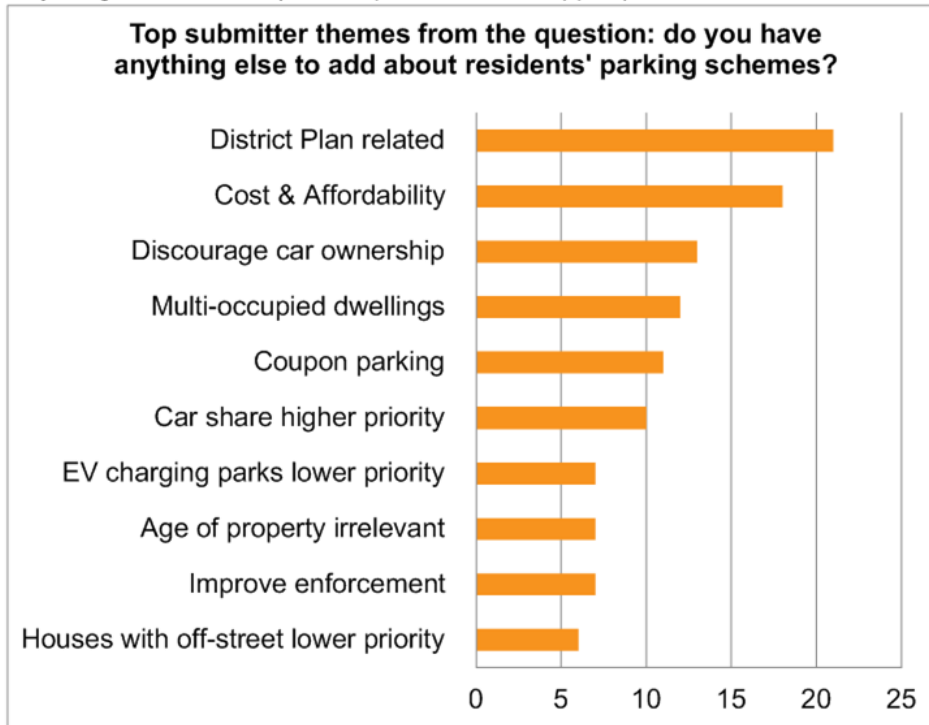


Figure 19: Submitter responses to the question: do you have anything else to add to about residents' parking schemes?

The most frequently raised theme in the comments from submitters who answered this question was District Plan related (11 percent). This was mostly a mix of some submitters suggesting that new developments should not be required to provide any off-street parking and some submitters suggesting that all/new properties should have off-street parking. Others said that conversions of properties to add off-street parking should be discouraged as this effectively privatised that section of the on-street parking and reduced the on-street parking supply.

The next frequently raised theme was cost and affordability (nine percent). This covered a range of comments including that the price of residents' permits should be higher to reflect market and/or land value; residents should not be charged for parking permits; that those in rental accommodation faced higher accommodation charges when they have access to off-street parking; those with kerb crossings should pay too; and that there could be equity issues for those on lower incomes. Suggestions to address this included issuing permits as a percentage of adults per household; having differential rates for tenants and owner-occupied dwellings or charge based on income.

One suggestion that was raised by some individuals and several organisations (including Connect Wellington, Mevo, the Environmental Reference Group and

Millions of Mothers) was to change residents' parking schemes to a "Residents Coupon Exemption" system. The rationale being that the Council could then charge more than cost recovery and therefore residents' parking (a private good) would cost closer to the market value of an inner city parking space. The key design elements of this suggestion were:

- change residents' parking areas to coupon parking. Residents would purchase residents' coupon exemption permits
- the current scheme is 'grandfathered' for current residents and users, at current prices
- all new permits issued would be coupon parking exemptions priced closely to existing coupon parking permits, e.g. 30-50% less (current coupon exemption is \$200 per month).

Illustrative quotes from individual submitters		
Positive	Unsupportive	Neutral
<ul style="list-style-type: none"> ○ Streets are public spaces. Parking policy needs to place priority on the safety and health and convenience of people who walk, run, cycle, push baby strollers. It should also have the ultimate aim of discouraging vehicle ownership, alongside wider policies on how we manage streets. Parked cars take valuable space that can be used to make our streets more livable, and given recent experience, make social distancing difficult, impossible and more dangerous by forcing people into roads (Dave Chowdhury). ○ I like the idea of short-stay parking only (up to 3 hours) with residents exemption permits because many parks in our street are taken by commuters. When there is something on like round the bays, newtown fair, etc then it becomes impossible to leave house and return to find a car park because an outsider will have taken our parks (Nik Artemiev). 	<ul style="list-style-type: none"> ○ I don't agree that houses without off street parking should be prioritised. There shouldn't be an assumption that the people that live in a neighbourhood have more right to the public space on the street outside their house. I disagree with residents parking schemes (Benjamin Ormsby). ○ I don't think residential parking permits should be allocated on the basis of the age of the dwelling. To discourage car use and encourage other travel modes dwellings built from now on should not be required to have off-street parking. Therefore the occupiers should have a residential parking permit if they wish. Ironically, if you have not got off-street parking it is a disadvantage to owning a plug-in EV because you cannot charge it at home! (Jonathan Fletcher). ○ Residents' parking is already 95% cheaper than market rates for car storage, so we shouldn't reduce prices any further. Currently the council is restricted by the Local Government Act in how much it can charge for Residents Parking. I'd like to see the council lobby Central Government to allow aligning the price of Residents Parking with the opportunity costs of providing it. It is important to note that discounts can entrench the view that parking is a right or entitlement, this makes repurposing that space very difficult in future (Alice Coppard). 	<ul style="list-style-type: none"> ○ Provision of small spaces for motorcycle parking in a residents parking scheme. The old excuse that motorcycles can't display a sticker no longer applies in the world of smart phones (Campbell Pope). ○ Careful thought needs to be put into what contributes "no off-street parking" for example, if an apartment building has car parking for some cars in the complex but an apartment within that building does not have a car-park, does that count as "no off-street parking" (Natasha Frewin). ○ Offer a year's free Welly public transport to those who get rid of their car (Dona Brasseur).

Organisation Submitter – Residents' Associations	Overall feedback and sentiment on the parking policy
Tony Randle on behalf of the Johnsonville Residents' Association	Disappointed in key elements of the policy. Supportive of an increase in parking supply in areas of high demand. Seeking change to the District Plan requirements to ensure new developments provide sufficient off-street parking.
Sara Clarke on behalf of Creswick Valley Residents' Association	Supports the removal of commuter/coupon parking schemes in situations where it conflicts with residents, but submits that residents need must also be considered in any reallocation of parking space, as set out in the hierarchy. Concerned that the new scheme design would be administratively complex. Supports priority being given to mobility permit holders and electric vehicles without off-street parking, the remaining criteria are very open to debate and likely to be very difficult to reconcile by a Council officer, who will be faced with making decisions that prioritise one applicant over another, and all of whom will be seeking an exemption. The proposed scheme may need modification to provide reasonable access for tradespeople - more than the proposed maximum stay of two hours/ set number of one-day coupons per annum. This is unrealistic for any household undertaking anything other than minor maintenance. Any bathroom or kitchen renovation, for example, is likely to involve several vehicles for several days. CVRA submits any sort of residents parking scheme needs to be developed within the area management scheme, and that effective design and more effective use of the already available parking management tools should ameliorate much of the conflict between users.
Trevor Glogau on behalf of Thorndon Residents' Association	Acknowledges the conflict in demand for parking spaces and the basic principles and priority hierarchies outlined in the Policy Statement and have little issue with the logic of these. The submission raised detailed operational issues with the current residents scheme operating in Thorndon.
Ann Malinson on behalf of The Oriental Bay Residents' Association	Comments made on the assumption that Oriental Bay is an inner city suburb/cityfringe area. Supports a hierarchy of use for inner city parking in Oriental Bay for residents, and wants short stay to have a similar priority. Agrees with the proposal that commuters

	<p>should have a low priority. Does not support rationing residents' parking to only one space per house that has no off-street parking. If Oriental Bay is viewed as a key transport route, would object strongly to residents having such a low priority. Suggests expending the recreation category to include beach-side parking, to enable short stay visitors to enjoy the Oriental Bay Beach.</p>
Rhona Carson on behalf of Newtown Residents' Association	<p>Supports the principles and the proposed parking hierarchies for the different areas as outlined in the draft policy. Would strongly object if 'ease of movement' for vehicles travelling through Newtown was prioritised over community place-making. Would like businesses to have more control over the street space outside their premises, such as to create outdoor seating areas. Supportive of mobility parking being given a high priority. Concerned that demand for residents parking permits will exceed the spaces available. And not everyone can afford a parking permit. Suggests permits are issued based on need.</p>
Glenn Kingston - Strathmore Park Residents' Association	<p>No specific comments on the residents parking scheme question. Other comments included:</p> <ul style="list-style-type: none"> • Priority for economic fixed price night parking on & off street. • Ongoing relentless removal of roadside parking is opposed • Support provision/ restoration of Council parking buildings.
Angela Mothwell - Mount Victoria Residents' Association	<p>Urges consideration on stronger emissions-reduction goals. For residents' parking, would like to see more residents' parking spaces to match demand more. All inner city suburbs should be targeted for interventions to increase walking and public transport use in the first instance. Combined with restricting commuter parking this would meet more climate and transport targets while alleviating parking pressures. Want to see illegal parking addressed.</p>

Officer's response

Officers explored a range of options for managing parking in the inner city areas to address the problems identified, namely:

- demand for residents' parking exceeds the amount of space available
- commuting within residents' parking areas (ie the parking is no longer parking to enable access to the resident's home)
- lack of access for visitors/tradespeople to resident's properties
- conflict between residents' and commuter/visitor parking
- how to decouple population growth and the rates of car ownership
- how to incentivise behaviour change to other modes of transport.

The scheme design proposed is based on the resident-exemption model operating in Auckland and Christchurch, together with elements from other well-established residents' parking schemes in other cities. Although some of the proposed design attributes were not supported by at least 50 percent of submitters, officers do not recommend making significant changes as they are considered essential to addressing the problems identified above.

Therefore only minor amendments have been made to reflect the feedback received: changes to the allocation priority for permits, issuing a second permit for multi-occupied dwellings (when other priority criteria are met) and removing the discount option for electric vehicle permits.

Officers are not concerned that removing the option for a discounted residents' permit for electric vehicle (EV) owners would prevent a household switching from a petrol/diesel vehicle to an electric one. A Ministry for the Environment study found that the following three perceptual and behavioural barriers are holding back EV uptake: driving range, publicly available fast-charging infrastructure and the upfront purchase price of new vehicles⁴.

Arguably removing a possible discount from an already heavily discounted, cost-recovery only, residents' parking permit is unlikely to be the tipping point that stops someone buying an electric vehicle. Given the on-street space constraints faced in the inner city suburbs, the Council needs to focus on encouraging a decrease in car ownership not swap one type of car for a different type of car that uses the same street space. Reducing car ownership in the inner city suburbs will reduce carbon emission. It is not proposed to change the priority for EV charging spaces in the inner city suburbs as the quarter of households with an off-street parking area may be held back from making the switch.

A new-style scheme would only be put in place if it is a city fringe area with no current scheme and it meets the trigger for increased parking management.

⁴ https://www.iccc.mfe.govt.nz/assets/PDF_Library/ad42c96b5f/MfE-Reducing-Barriers-to-Electric-Vehicle-Uptake.pdf

Alternatively an existing residents' parking scheme area where the current approach meets the threshold for more parking management. If the current residents' scheme is operating well and achieving a good balance of access for residents and visitors, then no action is required. New operational guidelines will be required to help implement a new scheme.

District Plan-related:

The Resource Management Act 1991 requires Council to have a District Plan in place which sets out how land use and development will be managed. The Council can set its District Plan to control the use of private land for carparking alongside decisions on how public land, including roads, is best used. This can influence the supply, design and use of off-street and private parking. Currently, the District Plan has no minimum car parking rules in some areas including the central city, business (mixed use and industrial) and centres zones. A developer or landowner can choose to provide car parking if desired.

On 23 July 2020, the Government gazetted the National Policy Statement on Urban Development 2020 (NPS-UD). It came into effect on 20 August 2020 replacing the National Policy Statement on Urban Development Capacity 2016. The NPS-UD states that a territorial authority, such as Wellington City Council, must change its district plan to remove any effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, other than in respect of accessible car parks. This includes objectives, policies, rules and assessment criteria. These changes must be made within 18 months of the NPS-UD coming into effect.

This policy change means there will be no minimum off-street parking requirement for future new development in the city, including outside of the central city, except for mobility parks.

The new NPS-UD requirement may result in higher demand for on-street parking, if occupants of new builds without any off-street parking have an expectation that they will be able to park on the street. Further pressure on on-street parking is more likely to occur in the city fringe areas that currently have an over-subscription of residents' permits/coupon exemptions to available spaces and the proportion of households with off-street parking is low. For example, Mount Cook, Mount Victoria and Te Aro. However, car ownership rates in these areas are lower and the provision of new bicycle/micro-mobility and car share spaces may manage the demand.

An alternative option would be to change the residents' permit allocation model so that occupants of new builds (post-August 2020) are ineligible for a residents' parking permit. This approach has been used in Auckland following the adoption of their Unitary Plan in 2013.

The NPS-UD could also see an increase over time of new builds without off-street parking in outer suburb areas with good access to public transport. The Parking Policy provides for the management of increased demand in these types of areas through time restrictions, other parking restrictions and, if necessary, a new charging regime, depending on the type of parking pressure being experienced. The street space hierarchy also has car share parking as a medium priority in the outer suburbs to support vehicle-free living. It is also expected that the public transport hubs and existing Greater Wellington Regional Council park and ride areas will also provide more bicycle and micro-mobility parking to support end-to-end journeys without the need to use a private vehicle. Officers do not recommend expanding residents' parking schemes in to the outer suburbs as these schemes perpetuate the perception that the home-owner 'owns' and has priority use over the public road space outside their property.

The Planning for Growth programme and District Plan review provide a timely opportunity to implement the new NPS- UD requirement to support the parking policy.

Cost & Affordability:

Officers looked in to the option of increasing the price of residents' parking permits and/or coupon exemptions. However, as has been raised previously (for example the 2019 Annual Plan discussions), the Council's position is that we cannot increase the charge for residents' parking to include opportunity cost/market rate/land use/environmental cost etc even if the scheme was re-designed as suggested by some submitters to a 'residents' coupon exemption' scheme.

This is because of the restriction on charges related to 'reserved' parking for residents under the Land Transport Act (section 22AB). The provision restricts the road controlling authority (the Council) from setting fees more than the costs of administering the service (i.e. cost recovery).

One option to increase revenue could be to advocate for an amendment to section 22AB of the Land Transport Act to remove the requirement for residents' parking to be cost recovery only. The Council could then consider increasing the cost of permits to reflect the true cost of parking in the city fringe.

Another alternative to allow the Council to charge more than cost recovery, is to remove all forms of priority parking for residents and have unrestricted on-street parking that is open to all vehicles in the market – i.e. commuters, short-stay visitors and residents all have equal opportunity to access and pay to park in the inner city fringe areas (or any other part of the city) and it is allocated on a first in-first served type basis as current central city metered parking operates. Any parking could then be paid for through the current metering system or demand responsive pricing pay-by-plate as recommended for the central city.

This option above is not proposed at this time because it would not meet several of the Council's objectives for the city nor resolve the problems outlined. At this time, parking behaviour and attitudes towards parking rights and residential access are not ready for the free-market type approach to parking in current residents' schemes areas (as supported in the research survey of parking behaviour). Additionally the alternatives to private car ownership and travel are not yet in place to support this behaviour change. The city needs networked, safe cycle paths; reliable, efficient bus transport; and easily accessible car share, micro-mobility and e-bike modes – accessible in terms of both cost and proximity to place of residence.

Grand-parenting (when no changes are to current residents' parking permit holders) is not recommended because the turnover of properties in the city fringe is not significant (based on 2018 census data) and would tend to effect renters/young people more than owner-occupiers. A slow turnover of households would in turn mean a very slow change in the parking occupancy and behaviours, thereby slowing down the shift to improved parking for all residents in the area.

As noted in several of the submissions, the price of residents' permits is already heavily discounted when compared to the typical open market cost of inner city parking. The 2018 census also shows that car ownership rates are at their lowest in the inner city fringe areas closest to the main amenities. As outlined above, the data also shows that car ownership rates decline considerably with household income levels. For Wellington City, approximately 14 percent of households have an income of less than \$50,000 per annum. Approximately half of households that have an annual income of less than \$40,000 have one or two motor vehicles. As income increases, the percentage of households with one or more motor vehicle increases. For those households with an income of \$25,000 or less, more than half do not have a motor vehicle.

Providing a further discount to residents' parking permits is therefore not recommended. As discussed previously, a more beneficial approach would be to discount and improve active and public forms of transport. For example moves to address the public transport scheduling, reliability, cost and efficiency could make it a viable means to access the city for everyone.

Other feedback on the proposed Parking Policy

What we asked:

2. Submitters were asked: Do you have any final comments about the topics raised in this submission? Note this question also captures the feedback from submitters who provided an email or Word document that did not follow the format of the online submission form.

What submitters said:

(331 responses, 211 skipped)

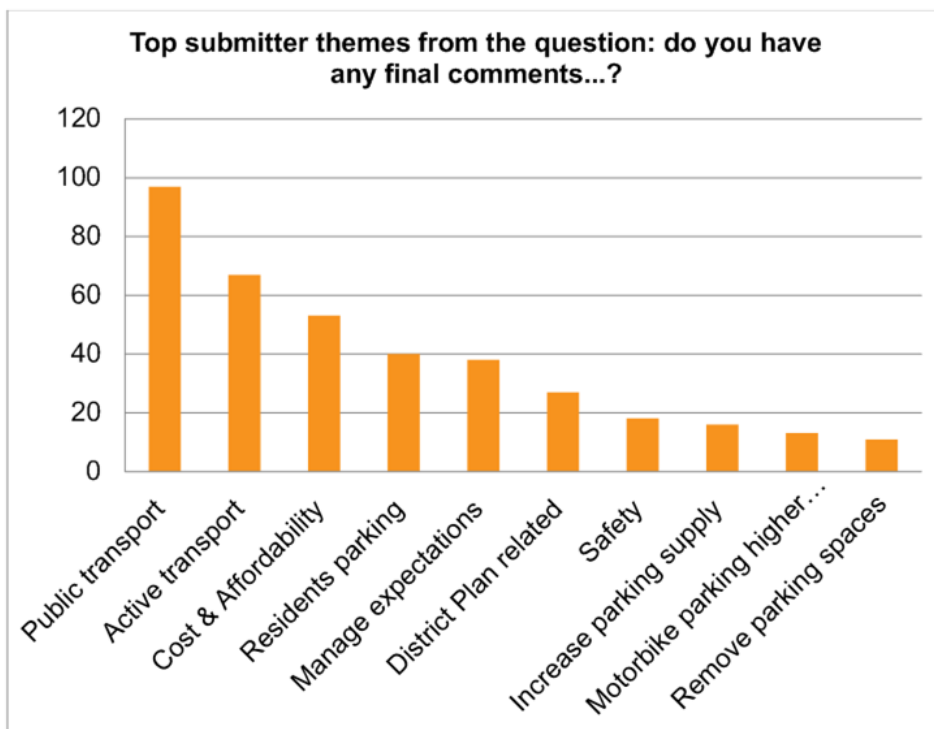


Figure 20: Graph to show the top submitter themes for the question: do you have any final comments?

The most frequently raised theme (30 percent) in the final comments on the policy proposals was public transport, followed by active transport (20 percent). The theme was predominantly in relation to the current public transport system not being a viable alternative to using a private vehicle. Also recommendations were made for no parking changes to occur until there was an improved public transport system in place. This was a particular concern raised by the Capital and Coast District Health Board. Others expressed support for a transport system that prioritises space use for active and public transport. The active transport theme included requests for more cycleways, improved safety for walking and cycling or space to be prioritised for active forms of transport.

The cost and affordability theme covered a wide range of comments including parking should be free, parking was too expensive, and ensuring that any effect from changes that could increase inequality should be 'buffered' so the central city can still be accessed.

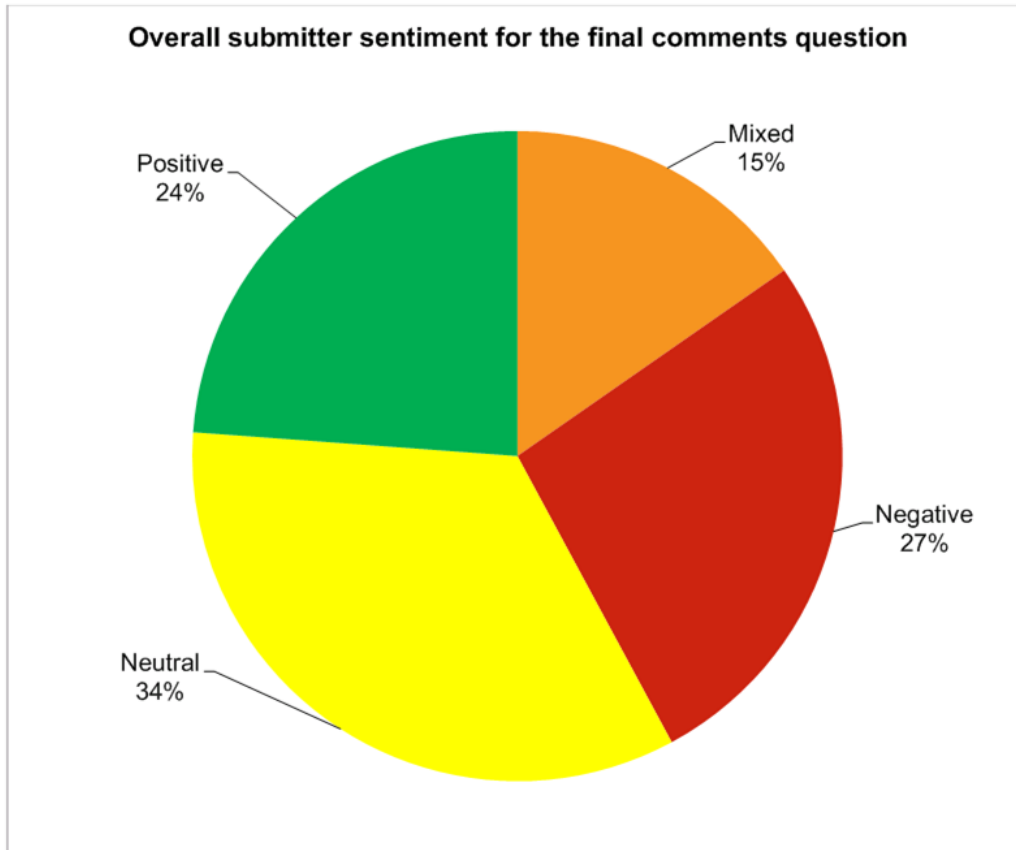


Figure 21: Pie-chart to show the overall submitter sentiment for the final comments question.

64 percent of submitters made a final comment on the proposed parking policy. Of these, 27 percent were considered to be a negative comment. This includes negative comments about public or active transport.

Illustrative quotes from individual submitters	
Positive	Negative
<ul style="list-style-type: none"> ○ These policies are great, I would like to see all streets in Wellington reviewed in terms of these guidelines, not just for the policies to apply when new things are built (Mark Johnston). ○ Overall, the parking policy is a very solid piece of work and a big step forward. Prioritising the safe and efficient movement of people and goods above all parking is absolutely the right thing to do. However, implementation will be key. Thanks for the opportunity to submit (Regan Dooley). ○ Again, really impressed at the quality of thinking that has gone into this policy framework and consideration for making Wellington potentially be the first city to encourage reduced levels of car ownership. I would encourage the council to look at cities like Vancouver and Calgary or Europe, see Ghent or Bergen to see how giving more priority to car share has made residents love living in their cities so much more, improved their economic outcomes, and much more ! The cities with great PT, walking/cycling, carshare all have strong political commitment from officers and elected officials. Car parks undermine the quality of life in our cities and streets. More car share will cut vehicle congestion, reduce public transit overcrowding, improve health and reduce 	<ul style="list-style-type: none"> ○ This is a stale approach to defining parking. What case studies of other cities have you looked at? What can be learnt? Demand side is reviewed with very little thought on managing supply (Hari Sundaram). ○ Providing discounts for EV charging discriminates against low-income people who cannot afford an EV at present. But when prices come down, it will help (Robert Bevan Smith) ○ This is pointless and will enable the council to do whatever and say they have consulted the public. The priority should be to bring people into the city to use the shops and businesses. This would best be achieved by bringing back free weekend parking (David Markley). ○ There should be no free parking anywhere on WCC streets (except maybe in residential areas for visitors, like for 4 hours). Every inch of pavement should have a price associated with parking and it should be super easy to pay. Also, we need more "pull over" areas for taxis and ride shares - they disrupt both traffic and parking (Ingrid Downey).

<p>obesity levels, decrease pollution and greenhouse gas emissions and the money saved from not owning a car will get spent in the local economy. Kia Kaha Wellington city. thank you for this chance to korero (Victoria Carter).</p>	
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Illustrative comments from organisation submitters	
Positive	Negative
<p>In general we support the draft policy because it helps manage scarce road space better, which helps Greater Wellington with one of its principle roles of providing an efficient public transport system. Parking can severely interfere with bus operations.....We support WCC’s aspirations to better manage parking and consider the draft policy, which if implemented, should help achieve this (Greater Wellington Regional Council).</p> <p>I just want to commend you for the excellent work so far - this was a very well designed study and consultation. I am very heartened by the questions and prioritisation matrices that were presented. You've done a great job framing the issue and the trade-offs well. (Micromobility Industries).</p> <p>Generation Zero is supportive of this proposal to manage the reduction of on-street parking in order to reclaim space on our streets for climate-friendly travel modes. This policy aligns with international best practice and will make Wellington a more</p>	<p>Our first comment is that we appreciate that significant time and effort has been put into developing this document. However, it was obviously written pre Covid-19. The policy needs to be revised to account for the long-term effects of the Covid-19 pandemic, including more people working from home and less demand for parking. There are contradictory statements such as supporting business wellbeing but then also suggesting raising parking charges for the second hour. This will only encourage shoppers to go to a mall outside the CBD where parking is free. We therefore do not support any increases in parking charges. (Wellington District Council of the New Zealand Automobile Association (AA)).</p> <p>We have serious concerns about the Statement of Proposal and the consultation process, which appears to completely neglect the need for a strong economy, and a business environment, particularly in the downtown, that is accessible for customers....In general, retail customers want and need access to cost-effective and readily-available parking. We are concerned that the Council seems intent on reducing the number of carparks, and</p>

<p>livable city. We are happy to see this policy set in the context of the carbon reduction commitment made under Te Atakura - First to Zero, and the commitment to reducing dependency on private cars made under Let's Get Wellington Moving (LGWM) (Generation Zero).</p>	<p>generally trying to discourage car use in the central city. (RetailNZ).</p>
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Barriers to public transport use

What we asked:

There are other factors that influence why people drive and need parking. To help us understand how people choose their mode of travel we asked submitters:

- a) What deters you from using public transport? Please select all that apply?
- Public transport timetable doesn't suit my schedule
 - Public transport is too expensive
 - Public transport is too far from where I live or from my destination
 - When the weather is bad, I choose to use my private vehicle
 - I have to make multiple stops or multiple journeys Public transport route has too many transfers
 - Public transport seems unreliable to me
 - I have / I care for someone who has a mobility impairment that means I need to use a private vehicle
 - Using public transport is difficult when travelling with young children/babies
 - I need my vehicle for my work
 - I don't feel safe using public transport early in the morning/late at night
 - None of these, I use public transport regularly
 - Other (please specify)
- b) What prevents you from walking, cycling or using other forms of active transport? Please select all that apply.
- I live too far from where I'm going to walk or cycle
 - Multiple people come with me on this journey
 - I don't have a bike or want to purchase one
 - I have to make multiple stops or multiple journeys
 - None of these, I walk/bike/scooter regularly
 - Other (please specify)

What submitters said:

- a) What deters you from using public transport? (436 responses, 106 skipped)

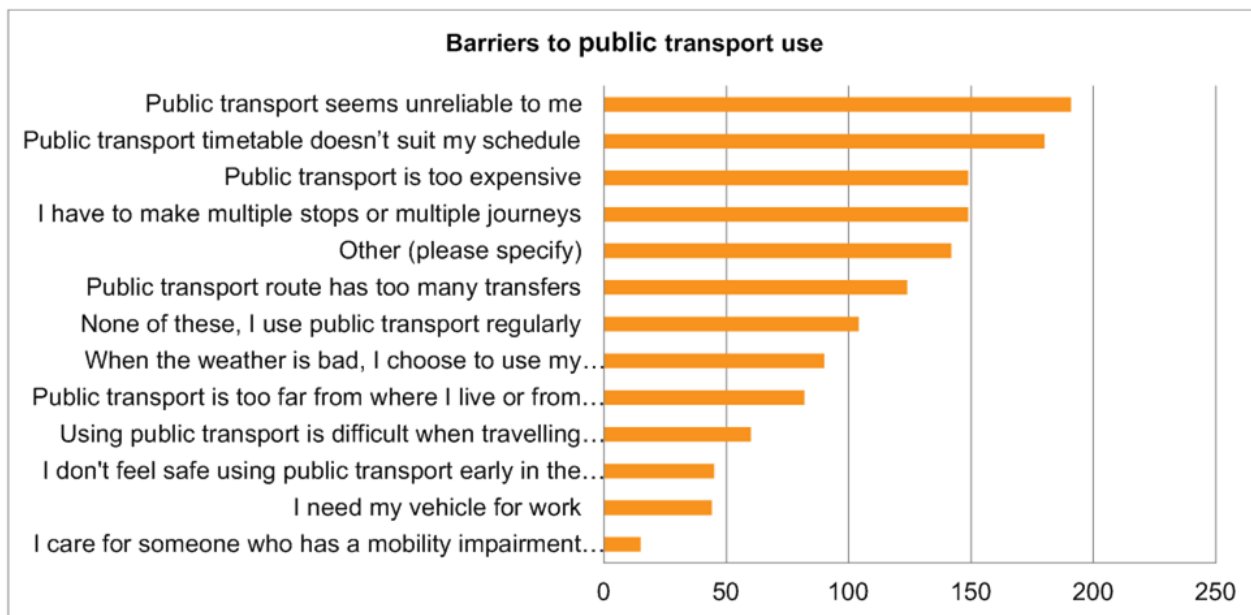


Figure 22: Graph to show the submitter responses for the question: what deters you from using public transport – tick all that apply?

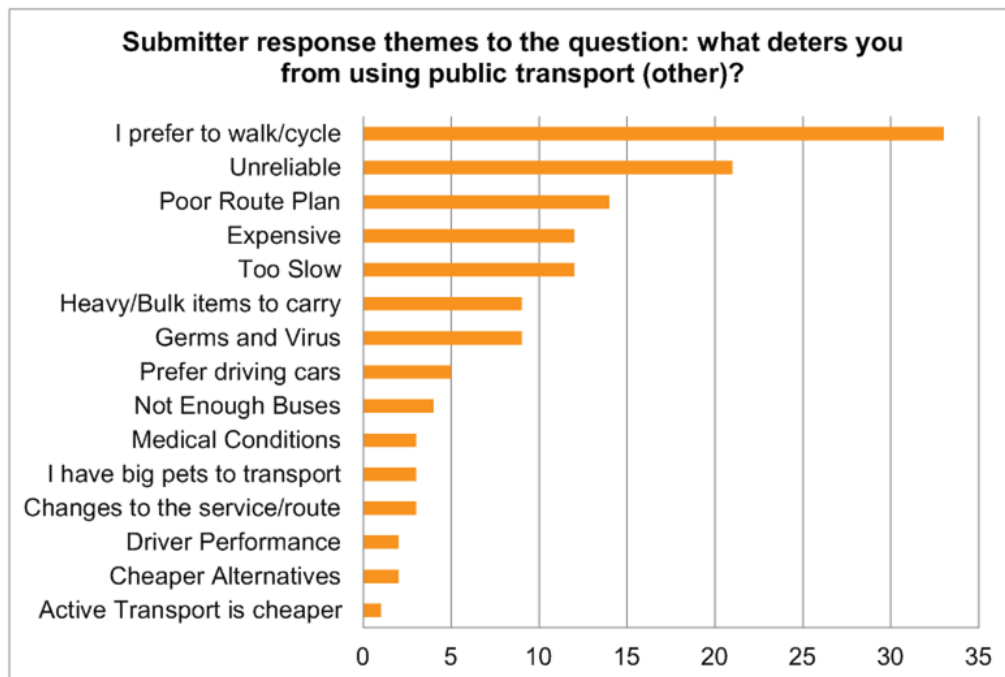


Figure 23: Graph to show the submitter response themes for the 'other' question: what deters you from using public transport?

The most frequently indicated reason (44 percent of respondents) for what deters people from using public transport was that it is considered unreliable. This was closely followed (41 percent), with the 'public transport timetable doesn't suit my schedule'. Other reasons frequently given by submitters were that 'public transport is too expensive' and that 'I have to make multiple stops or multiple journeys' (both received 34 percent of responses).

142 respondents chose 'other' as a response to this question. Of the other reasons given by submitters, the most common was 'I prefer to walk/cycle' (23 percent). This was followed by 'unreliable' (15 percent). It is not clear if this was a repeat of the 'public transport seems unreliable to me' option selected above or if there was a different reason for commenting that public transport is unreliable in this category.

b) What prevents you using active transport? (439 responses, 103 skipped)

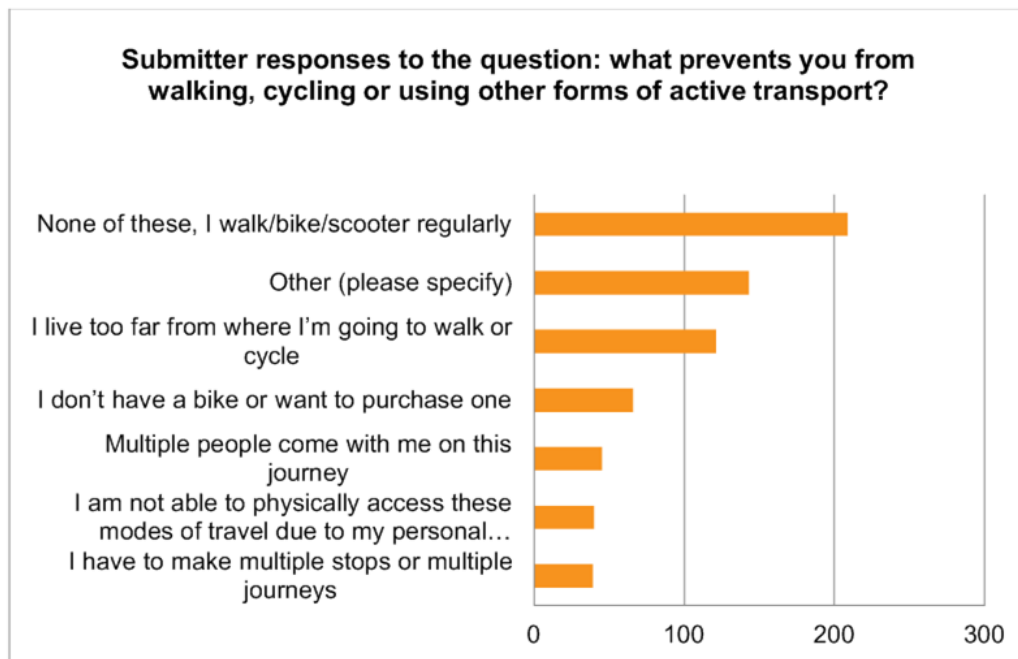


Figure 24: Graph to show submitter responses to the question: what prevents you from walking, cycling or using other forms of active transport?

Submitters were also asked if they experienced any barriers to using active transport. 48 percent of respondents to this question responded 'none of these, I walk/bike/scoot regularly'. The next most frequently selected response was 'other' (33 percent). The theme raised most frequently in the 'other' comments was 'no bike/bicycle lanes/cycleways' (30 percent).

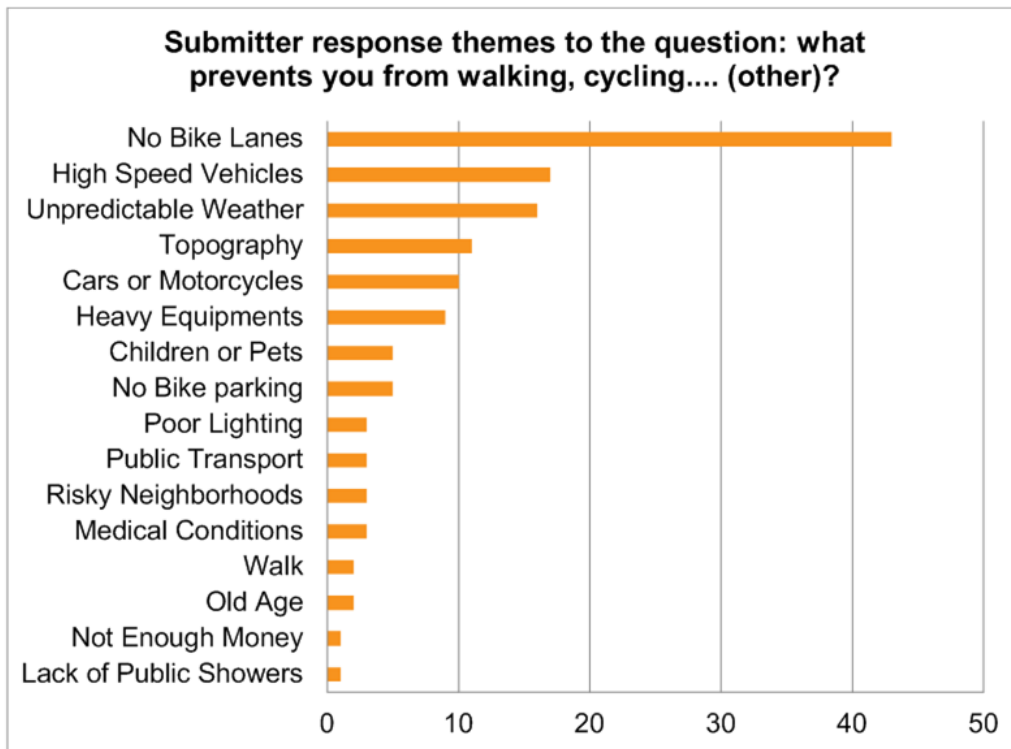


Figure 25: Graph to show submitter response themes to the 'other' question: what prevents you from walking, cycling or using other forms of active transport?

Additional comments from oral submissions

We provided an opportunity for any submitter to make an oral submission directly to Councillors. 69 submitters said 'yes'. Of these, the first tranche of oral hearings took place on 26 May (11 submitters participated, of which 3 were organisations: CCS Disability Action, Cycle Wellington and WellingtonNZ). The second tranche took place on 25 June (40 submitters participated, of which 20 were organisations).

A link is provided to access presentation material provided at the hearing by some of the submitters in Appendix Two.

Out of scope feedback

We received many comments in the submissions that did not directly relate to a parking policy suggestion in the Statement of Proposal. Many of the comments related to overall transport management or planning in the city. Some comments concerned private parking which the Council does not have any remit to control or influence. Comments regarded as out-of-scope but connected to the management of Council parking are summarised in this section.

Illustrative out of scope quotes from individual submitters		Officer's response
Commercial/Private Parking	Privatisation of parking buildings is just plain wrong. It's city infrastructure! We shouldn't be at the mercy of Wilson Parking who charge an absolute arm and a leg then profit from capital gains on their properties without paying tax and take the money offshore. (Nick McHugh).	<p>The Council manages approximately 14 percent of all parking in the central city, predominantly on-street parking.</p> <p>Decisions on whether or not the Council should acquire more off-street parking buildings is not covered by the Parking Policy. As significant funding would be required, these types of decisions should be made and considered as part of a long-term plan process.</p>
Enforcement	<p>There seems to be nothing in the proposal to address achieving better compliance for parked vehicles. I see too many violations (sidewalk parking being number 1) being left to the individual to address. We either need more education about parking rules or begin more enforcement of blatant violations. (Jackie Foster).</p> <p>Enforcing existing rules, taxis block loading zones or yellow lines, couriers can't get on loading zones due to contractors using them as free all day parking, public using them as free parking, time limits not enforced. Motorcycle/mopeds allowed to park blocking car parks and foot paths, rubbish left blocking paths and parks, towing not carried out.</p> <p>Far too much traffic parks with out paying or double parks, it is cheaper to risk a ticket</p>	<p>Subsequent to the adoption of the parking policy, Officers will review the Wellington Consolidated Bylaw 2008 Part 7 Traffic. This is to ensure that any new policy positions can be adequately monitored and enforced under this Bylaw when they are implemented.</p> <p>Officers also recommend altering Principle G in the policy to make the connection to enforcement clearer:</p> <p>Principle G: provide accessible and timely (and where necessary, real-time) information on parking space location, availability, price, regulation and penalties.</p> <p>The congestion resulting from driving around the city searching for a vacant and appropriate parking space can be reduced by improving the level of and accessibility to parking information so that parking users can make informed choices about their travel and parking</p>

	<p>once given you get away with it 100's of times</p> <p>Parking enforcement prices should include a 15% PT support levy. (Bryce Pender).</p>	<p>options.</p> <p>Parking space occupancy and compliance can also be improved by providing more and easily located information.</p>
District Plan	<p>I was very surprised not to see the district plan rules around Minimum Parking Requirements discussed in this policy. Urban design and transport planning best practice (including the Govt Productivity Commission) has recommended that authorities remove minimum parking requirements entirely from District Plans partly due to their behavioural influence of promoting car dependence in cities. Essentially the minimum parking requirements drive up the cost of development, increase the convenience of a 'door to door' driving lifestyle, and forces people to buy an off street carpark as part of their house which results in a "well if I've got a parking space, I better use it" mentality. (Michael Lowe)</p>	<p>This out-of-scope issue has been addressed under the residents' parking scheme section of the report.</p>
Parking Levy Congestion Charge	<p>I think a commuter parking levy is a sensible idea. The new state highways being built and new developments north of the city centre will impose a serious car-dependent pressure on the city centre. All kinds of positive pressure will be needed to discourage commuting by car, and a levy is one way to do that.</p>	<p>Parking levies and congestion charges are a form of road pricing tool to influence people's travel demand behaviour.</p> <p>In our growing city we need to manage how people use the transport network, not just build more space for vehicles.</p> <p>Both a congestion charge and a parking levy</p>

	<p>Taking a slightly longer view, Council, in collaboration with the Regional Council, should start thinking about shifting further in the direction of pricing suburban parking, at least where there is persistent excess demand - particularly persistent excess demand for park-n-ride parking. The substantial improvement in the commuter rail system has successfully lifted rail commuter patronage - to the point where shortages of park-n-ride parking will be both frustrating further shifts from commuting by car into the city, and is impacting adversely on adjoining residential streets. The logical next step from step 3 in row 3 of the table above would be to introduce 'coupon parking' for park-n-ride facilities and the adjoining streets - again with an exemption 'coupon' for affected residents. That could be a first step toward 'commercialising' provision of park-n-ride parking, including, potentially the building of parking buildings at major park-n-ride hubs.</p> <p>Accordingly, I urge Council to begin engagement with the Regional Council on taking a longer-term and more integrated view on optimising the performance of the commuter rail network, commuting by car, and parking. That should include integrated 'ticketing' for not just rail and bus networks (something talked about for decades?), but also to include integration of charges for park-n-ride parking, and, of course,</p>	<p>would require special legislation. Earlier this year, the current Minister of Transport ruled out a congestion charge for Wellington.</p>
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	<p>congestion charging on the key arterial roads. And it must include rational consideration of the proper role of pricing. Even on just parking, the current consultation paper recognises that there is already excess demand, and that excess demand may well increase (although who knows how much 'working-from-home' might affect work, and associated commuting, patterns). Typically where that is the case for anything else, in efficient markets (whether for cauliflours, or flour, or houses), the price increases. Rationing by bureaucratic fiat (the 'Soviet' approach) is rarely efficient or fair. Hence the proposal to start thinking more about price-based rationing (coupon parking) in the vicinities in question. (Bruce White)</p>	
Public Transport	<p>Public transport is a closely inter-related topic. We will only achieve bulk uptake of public transport if people only have a short (up to 10min) wait for their service, can get to their nearest service easily (park n ride, or shuttles) and it the transport moves faster than the cars on main transport routes. More and more pressure will come on parking with housing intensification (often with no off street parking) and closure of private parking buildings (e.g. after significant earthquakes). The suggestion of free weekend parking seems to be heading in the completely wrong direction - free weekend public transport would make much more sense. I suspect you</p>	<p>A key objective of the parking policy is to shift the type of transport used from private, single occupancy vehicles to active and public transport modes. Officers recognise the need to make the alternative to car trips more attractive so that people are encouraged to make changes. This is reflected in the following principle:</p> <p>Principle A: make iterative parking changes that are linked to improvements in the overall transport system, specifically improvements to public transport, walking and cycling. Any parking management changes will consider the effect that related changes in revenue will have</p>

	<p>need better data about what would make people choose to do without a car - based on sampling, not voluntary surveys. I think you also need to work with EV sharing companies and consumers to understand what would make this a more attractive alternative to owning a car (for example, the high insurance excess on these rentals puts me off) (Amanda Shaw).</p> <p>Public transport planning in Wellington is a disaster. Its like the Politburo took over decided that it knows best and will set all routes, fares, bus types, frequencies, bus colours, service standards etc. This one size fits all will continue to fail to stimulate growth because many of us want different PT products that a Council controlled business with a monolithic approach will always fail to deliver. There's a huge cohort who want as close to on-demand and point to point services as possible. The Council (and GWRC) has spent all its money on traditional PT services and not embraced how technology and lifestyle changes demand and can satisfy the demands of a wider cohort. (Paul Ridley-Smith).</p>	<p>on ratepayers.</p> <p>This view is also repeated in the parking management hierarchy. The policy has been amended to clarify that an ongoing activity that will complement the parking management is to explore options with partner organisations to increase active and public transport use (such as travel demand management planning incentives, active transport infrastructure and bus scheduling). Due to the varied timeframes for implementing improvements to active and public transport, some parking management changes will need to be made as a transitional measure.</p> <p>The city is in a 'chicken and egg' situation when trying to improve active and public transport while reassuring people that there will still be places to park. On-street parking needs to be removed, replaced, relocated and managed differently in order to improve the reliability of buses, make space for safe cycleways and prioritise pedestrians.</p>
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Appendix One: Table of organisation submitters

Aotearoa Accessibility Tourism
Aro Valley Properties Ltd
Bus and Coach Association NZ
Campbell Pope Architecture Ltd
Capital and Coast District Health Board
CCS Disability Inc
Central Region Automobile Association
Cityhop Car Share Auckland
Connect Wellington
Creswick Valley Residents' Association
Cycle Wellington
Cycling Action Network Inc
Disabled Persons Assembly
Doctors for Active Safe Transport
Driving Miss Daisy - Wellington North
Dsport
Enterprising People
Environmental Reference Group
Generation Zero
Greater Wellington Regional Council
Hurricane Denim, Fusion Surf Skate, Miss Wong
James Cook Hotel
Johnsonville Residents Association
Living Streets Aotearoa
Mevo Ltd
Micromobility Industries
Millions of Mothers
Mt Victoria Residents Association
Nada Bakery, Tawa
National Council for Women NZ Wellington Branch
New Zealand Human Rights Commission
Newtown Residents Association
Oriental Bay Residents Assoc

Parsonson Architects Ltd. Mount Vic
ReBicycle Ekerua
Retail NZ
Strathmore Park Residents Association
Sustainable Solutions Wellington
Switched on Bikes
The Village Goldsmith
Thorndon Residents Association
Tranzit group
VFRPS (motorbike owners group)
Wellington Chamber of Commerce
WellingtonNZ
Xplortours
Youth Council

Appendix Two: List of oral submitters (alphabetical order by first name)⁵

Name	Organisation?
Alex Gray	Central Region Automobile Association
Alicia Hall	Millions of Mothers
Angela Rothwell	Mount Victoria Residents Association
Angela Stewart	
Ann Mallinson	Oriental Bay Residents Association
Ben Carter	Cityhop
Brad Olsen	Youth Council
Callum McMenamin	
Chris Prowse	
Chris Rawson	
David Perks	WellingtonNZ
Ellen Blake	Living Streets Aotearoa
Erik Zydervelt	Mevo
Hayley Horne	Connect Wellington
Isabella Cawthorn	
Isla Stewart	
James Clarke	
Jane Loughnan	
Jill Ford	
John Milford	Wellington Chamber of Commerce
Jonathan Fletcher	
Kerry (Kair) Lippiatt	
Keven Snelgrove	Tranzit Group
Lawrence Collingbourne	
Linda Beatson & Mike Hollings	
Maggie Roe-Shaw	
Marion Leighton	Doctors for Active Safe Transport
Mark Johnson	
Martin Krafft	
Melanie Vautier	
Melissa Clark-Reynolds	
Michelle Rush	Environmental Reference Group
Mike Mellor	
Oliver Bruce	Micromobility Industries
Patrick Morgan	Cycling Action Network
Paul Bruce	Sustainable Solutions Wellington
Paula Warren	
Payal Ramritu	
Peter Skrzyński	

⁵ Hyperlinks are provided to access the presentations given by some submitters.

Pim Borren & Geoff Coleman	Bus and Coach Association New Zealand
Rabeea Inayatulla	National Council for Women NZ Wellington Branch
Raewyn Hailes	CCS Disability
Regan Dooley	
Rhona Carson	Newtown Residents Association
Sam Donald	
Sara Clarke	Creswick Valley Residents Association
Tania Ali	Aotearoa Accessibility Tourism
Tim Jones	
Tony Randle	Johnsonville Community Association
Victoria Carter	
William Guest	



J011142

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

DANGEROUS AND INSANITARY BUILDINGS POLICY REPORT BACK

Purpose

1. This report presents the results of public consultation and asks the Committee to recommend that the Council adopt the amended Dangerous and Insanitary Buildings Policy (Attachment 1). It also outlines the legal powers of enforcement and compliance the Council has to improve the safety of housing in Wellington as requested by Councillors (Attachment 2).

Summary

2. Following Strategy and Policy Committee's agreement to consult on a proposal to amend the Dangerous and Insanitary Buildings policy, only one informal submission was received and it did not address the policy being reviewed. This is consistent with the 2014 review which did not generate any public submissions.
3. Officers are recommending the policy be changed as per the draft Statement of Proposal by:
 - adding a contextual reference to climate change
 - updating legislative references
 - clarifying that heritage buildings are outlined in District Plan Schedules
 - clarifying the number of Dangerous and Insanitary Notices that can be issued
4. In addition, further consideration has been given to referencing the commitment to consulting with mana whenua when buildings are to be demolished.
5. This report back also outlines the extent of legal and enforcement powers by the Council in relation to the safety of housing.

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Note that following Strategy and Policy Committee's agreement on 21 May 2020, the draft Dangerous and Insanitary Buildings Policy was made available for public feedback.
3. Note that public consultation resulted in no feedback on the policy.
4. Note that officers have given further consideration to an amendment that references the Council's commitment to consult with mana whenua
5. Agree to recommend to Council that it adopt the proposed Dangerous and Insanitary Buildings Policy (Attachment 1).
6. Delegate to the Chief Executive and the Portfolio Leader (Associate Urban Development) the authority to amend the proposed amended Policy to include any amendment agreed by the Committee and any associated minor consequential edits.
7. Note the contents of the report back on Council's legal powers of enforcement and compliance to improve the safety of housing in Wellington (Attachment 2)

Background

6. A draft Statement of Proposal on the Dangerous and Insanitary Buildings Policy was discussed at the Strategy and Policy Committee meeting on 21 May 2020. Proposed amendments to the policy were discussed and agreed to be consulted on with the community. Consultation documents sought feedback on the proposed changes and any other feedback on the policy.

Discussion

Proposed policy amendments

7. As outlined in the draft Statement of Proposal, officers propose the changes should be incorporated into the Dangerous and Insanitary Buildings Policy as underlined in Attachment 1.

Consideration of te Tiriti o Waitangi obligations



8. There are many sites of significance for Māori in Pōneke. These may be part of the old shore line, the new waterfront (which removed waka landing sites and customary rights through reclamation) or built-over pā or kāinga sites, covered streams, former bush and gardens, ridges and coastlines and wāhi tapu sites. Some, but not all, are listed in the District Plan as precincts and sites of significance to tangata whenua and other Māori. There may also be other cultural considerations such as the decommissioning of buildings and removing the mauri or blessing the land for new activity.

9. The Council and Heritage New Zealand Pouhere Taonga have different consultation processes with mana whenua depending on the location, area or type of building being considered. The current District Plan settings trigger the need for consultation with mana whenua for resource consents that affect listed precincts and sites of significance to tangata whenua and other Māori, or if the building is in a Deed of Settlement Statutory Area.
10. The amendment consulted on was:
- Note that consultation will be undertaken with mana whenua when deciding on the future of a dangerous or insanitary building if demolition is being considered.*
11. Officers have considered the appropriate wording for representing Council's commitment to consultation with mana whenua. Officers consider that the wording could be improved to reflect:
- that ensuring public safety remains the primary focus of this policy, with Council's initial priority to make a situation safe so that lives are not endangered;
 - where existing consent processes initiate consultation processes with mana whenua already.
12. While there are few cases where this policy is applied each year, officers are aware of the capacity constraints on mana whenua to be able to respond promptly to all of the demands being placed on them. Officers anticipate that work to renew the Memoranda of Understanding with iwi will assist in this area.
13. The following new wording is proposed:
- Note that consultation will be undertaken with mana whenua when deciding on the future of a dangerous or insanitary building if demolition is being considered.*
- This may take place through existing Resource Consent processes or Archaeological Authorities (managed by Heritage New Zealand) or a Council initiated process that reflects timeframe and legislative requirements.*
14. Where the District Plan does not trigger consultation, a separate Council initiated process is proposed and would be built into Building and Compliance Consents team process guidance for managing dangerous and insanitary buildings. Depending on the location, consultation would be with Ngāti Toa and Taranaki Whānui ki te Upoko o te Ika mandated iwi entities, Te Rūnanga o Toa Rangatira Incorporated and Port Nicholson Block Settlement Trust. In certain cases, consultation may be with the Wellington Tenth Trust in relation to landholdings and the Newtown Development Precinct.
15. This proposal is in line with Section 77(c) of the Local Government Act 2002 where significant decisions need to take into account "the relationship of Māori and their culture and traditions with their ancestral land, water, sites, waahi tapu, valued flora and fauna, and other taonga".
16. This is not considered a material change to the version consulted on and continues to illustrate Council's acknowledgement of its Te Tiriti o Waitangi/Treaty of Waitangi obligations.

Next Actions

17. The updated policy will take effect from 1 September and will be published on the Council website.

Attachments

- Attachment 1. Attachment 1 Proposed Dangerous and Insanitary Buildings Page 240
policy [↓](#) 
- Attachment 2. Attachment 2 Council Legal powers to improve housing safety Page 245
[↓](#) 

Author	Kate Hodgetts, Senior Policy Advisor
Authoriser	Baz Kaufman, Manager Strategy and Research Moana Mackey, Acting Chief Planning Officer

SUPPORTING INFORMATION

Engagement and Consultation

The draft Statement of Proposal was consulted on using the Special Consultative Procedures which is a requirement of the Building Act 2004 Section 132. Consultation was open for four weeks and copies of the draft Statement of Proposal were made available in the main libraries. There were no substantive submissions received.

Treaty of Waitangi considerations

Te Tiriti o Waitangi has been considered in the content of the paper.

Financial implications

There are no financial impacts as a result of this policy change.

Policy and legislative implications

There are no new policy or legislative implications as a result of this review.

Risks / legal

Nil

Climate Change impact and considerations

A contextual reference about Climate Change has been added to the policy to demonstrate that it may be one of many causal factors that result in a building becoming dangerous or insanitary.

Communications Plan

The revised policy will be published on the Council website.

Health and Safety Impact considered

Health and safety risks are unchanged as a result of this policy change.

Proposed amended Dangerous and Insanitary Buildings policy

- 1. INTRODUCTION**
- 2. POLICY OBJECTIVES**
- 3. POLICY PRINCIPLES**
- 4. PRIORITIES**
- 5. HERITAGE BUILDINGS**
- 6. GENERAL APPLICATION**
- 7. RECORD KEEPING**

1. INTRODUCTION

This policy was developed in response to requirements set out in the Building Act 2004 (BA04).

This policy has a tenure of five years from the adoption date before it must be reviewed.

This policy was developed using the special consultative procedure under the Local Government Act 2002 which included discussion with principal Council stakeholders, principal external stakeholders, adjacent territorial authorities, the Greater Wellington Regional Council, and the public.

Amendments to this policy must also be made in accordance with the special consultative procedure.

2. POLICY OBJECTIVES

The policy's objective is to discharge BA04 responsibilities for dangerous, insanitary and affected buildings. The policy indicates the Council's general approach and its priorities in performing its functions in relation to dangerous, insanitary and affected buildings. The policy also expressly deals with the performance of those functions in relation to buildings that are also heritage buildings.

It is the building owner's responsibility to ensure that buildings comply with the BA04 requirements. The Council can give no assurance or guarantee that any building is safe or sanitary at any time. There may be a wide range of reasons that cause a building to become dangerous or insanitary, including extreme weather events or sea level rise as a result of climate change.

The Council's responsibility is to ensure that when dangerous or insanitary conditions are found, the danger is reduced or removed and the owner takes action to prevent the building from remaining dangerous or insanitary. Where an owner fails to take steps to address the dangerous or insanitary state of a building, the Council may exercise its powers to take those steps on the owner's behalf and to seek to recover any resulting costs from the owner.

This policy applies to all buildings, even if a building consent, code compliance certificate or other form of certificate (such as a certificate of acceptance or a certificate for public use) has been issued previously. This is because, the current use and/or maintenance of the building, events affecting building performance (such as fire or natural hazard events), or the state of nearby buildings can all impact on the health and safety of building occupants.

Note that consultation will be undertaken with mana whenua when deciding on the future of a dangerous or insanitary building if demolition is being considered.

This may take place through existing Resource Consent processes or Archaeological Authorities (managed by Heritage New Zealand) or a Council initiated process that reflects timeframe and legislative requirements.

3. POLICY PRINCIPLES

This policy has been developed considering the purpose and principles of the BA04 which, amongst other things, seek to ensure that:

- people who use buildings can do so safely without endangering their health

- people who use a building can escape from the building if it is on fire.

4. PRIORITIES

The Council will respond promptly to a complaint about a building and will inspect the building to assess its dangerous or insanitary status. The assessment will determine whether immediate or urgent action is necessary, and confirm if the building is or is not dangerous or insanitary. If an immediate response is needed, Section 129 of the BA04 gives the Council options to take action.

In general, 10 days is a minimum period for any danger to be removed or the insanitary conditions to be fixed – unless the situation requires immediate rectification.

5. HERITAGE BUILDINGS

The Council's Heritage Policy 2010, its District Plan and section 6 (f) of the Resource Management Act 1991 (RMA) reflect that historic heritage is a matter of national importance. Those documents collectively anticipate that work on a heritage building will be done in a manner that protects its heritage values.

Except in emergencies where demolition constitutes emergency works under sections 330 and 330A of the RMA, heritage buildings (outlined in District Plan Schedules) in Wellington City cannot be demolished without Resource Consent. These emergency works can be done where any sudden event means that a building is likely to cause loss of life, injury or serious property damage (for example, if a building wholly or partially collapses).

The BA04 requires that if a building is registered listed under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA 2014) the Historic Places Act 1993 (HPA) we send a copy of any notice issued under section 124 of the BA04 to Heritage New Zealand (HNZ).

If demolition is proposed to a building that was constructed before 1900, the archaeological provisions of the HNZPTA 2014 HPA apply. Seek advice from the HNZ on any other permission required under the HNZPTA 2014 HPA.

Additional consents may be required for work affecting buildings subject to Heritage Orders, and buildings that are subject to heritage covenants and encumbrances.

The owner(s) of a heritage building that is identified as dangerous or insanitary should consult with Council's heritage advisors when developing a scheme of works to address the building's dangerous or insanitary aspects.

6. GENERAL APPLICATION

The Council's general approach is outlined below:

1. Detect

When a complaint is received or a Council officer observes a potentially dangerous or insanitary condition:

- the event is recorded on the Council's databases
- the building records are searched if time allows
- an inspection is arranged.

2. Assess

The building is assessed to determine:

- if there has been any illegal building work and/or an unauthorised change of use
- the standard of maintenance of specified systems for fire safety, water supply and other systems
- the state of repair of the building structure, services and passive fire protection
- the safety level offered by the building compared to any relevant "acceptable solution"⁹.

A decision as to whether the building is dangerous or insanitary, and if dangerous or insanitary whether any other buildings should consequently be regarded as affected buildings, is made by an authorised Council officer who may obtain expert advice where appropriate and options to reduce or remove the danger or to fix the insanitary conditions are explored.

3. Act

When a building is determined to be dangerous and/or insanitary, the Council will contact the building owner or their agent to discuss remedial options. In some cases the urgency of the situation may not allow the Council to contact the building owner.

The building owner can agree to complete the work within a specified time, otherwise the Council can issue a notice to require the work be done to reduce or remove the danger or to fix the insanitary conditions.

If there is immediate danger to building users, the Council can arrange the work to remove the danger or fix the insanitary conditions and recover costs from the owner.

When a building (Building A) is determined to be dangerous, the Council will contact the owner/s of any adjacent, adjoining or nearby building (Building B) i.e. an 'affected building' as defined in section 121A of the BAO4. The Council will provide the Building B owner with a copy of any notice issued for Building A under section 124(2)(c) or (d) of the BAO4. The Council will also provide the Building B owner with information relating to the Council's monitoring and enforcement actions in relation to Building A. The Council may, at its discretion, exercise any of its powers under section 124(2)(a), (b) or (d) in relation to Building B.

4. Monitor

The building will be re-inspected to confirm the required actions have been completed or a written notice has been complied with.

⁹ An acceptable solution is a document issued by the Ministry of Business, Innovation and Employment as one way of compliance with the Building Code.

5. Enforce

If dangerous or insanitary conditions continue, the Council will issue further notices requiring the owner to carry out the remedial work. Where a notice has been issued that restricts the type of entry to the building, only one further notice may be issued.

Continued failure to comply with a notice can lead to prosecution or an infringement notice being served.

Another option is the Council arranges the work and recovers the costs from the building owner, in accordance with the process set out in section 126 of the BA04.

Where immediate danger to the safety of people is likely, or immediate action is necessary to fix insanitary conditions, the Council's Chief Executive may exercise his or her discretion to issue a warrant under section 129 of the BA04.

7. RECORD KEEPING ON THE LIM

The following information will be recorded on the Land Information Memorandum (LIM) for a property:

- where dangerous and insanitary conditions, or affected building status, are confirmed but not resolved
- any outstanding written notice under section 124(2) of the BA04, along with explanatory information of the BA04's requirements.

Information is not included on a LIM when dangerous or insanitary conditions, and affected building status, have been resolved. Note information about those matters may still be made available in response to a request for information in accordance with the Local Government Official Information and Meetings Act 1987.

Attachment 2 - Safety of housing in Wellington

Background

1. During the Committee's consideration of the Dangerous and Insanitary Buildings Policy review in May 2020, Councillors discussed the safety of housing in Wellington, particularly poor quality rental housing. Officers were asked to report back on the extent of Council's legal powers to improve the safety of Wellington housing as follows.

Agree that Council officers provide a paper to an upcoming Strategy and Policy meeting outlining the legal powers of enforcement and compliance the Council has to improve the safety of housing in Wellington.

2. The challenges around improving the quality of New Zealand's housing stock are well understood. Rental accommodation housing quality tends to be worse than that of owner-occupied properties. Of the 74,841 households in Wellington City at the last Census, approximately 41% (or 30,885) were households where the occupants did not own (or partly own) the house.

Council's Housing Strategy

3. The Council has a Housing Strategy which defines the outcomes Council is working towards over the next 10 years and acknowledges the important role that Council plays in leading the change required to see all Wellingtonians well-housed.
4. The Strategy is put into effect through an Action Plan, the first of which included a number of projects that have been implemented and are now operational. Included in this first Action Plan were initiatives such as the free home energy assessment and subsidised insulation for low-income tenanted households.
5. The latest Action Plan was adopted unanimously in March 2020. This Plan recognises that the previous plan had too many actions to sufficiently monitor, including operational as well as change initiatives. The second Action Plan (the Plan) has introduced greater structure and focus and sets out the actions Council is prioritising over the three year plan. Reporting on the Plan is six-monthly and the first report is due to the Strategy and Policy Committee in September 2020.
6. The Plan is structured into five priority programmes, supported by a core principle of maximising and enhancing strategic partnerships, as follows:
 - Planning for Growth - this programme includes consulting and finalising a spatial plan for Wellington, and review of the District Plan. This programme of work is expected to have outcomes for housing by enabling more supply with greater density.
 - City Housing sustainability – City Housing is Council's housing provider, one focus in this triennium is on addressing ongoing sustainability issues. The work programme includes implementing revised policy settings and continuing to deliver on the Strategic Housing Investment Plan (SHIP). A core part of the SHIP is delivering upgrades to existing assets to reach Healthy Homes requirements, it is currently estimated that this will cost approximately \$17.25M and is on top of the significant expenditure required to meet the identified upgrades in line with the Deed of Grant requirements. There are affordability issues for City Housing which will be discussed with Council at a later date.
 - One-Stop Shop consenting improvements – this is a series of improvements which will see improved case management and pre-application processes, as well as online lodgements of resource consents and other technology-based improvements

- for consenting. This programme aims to better enable growth in supply by making consenting simpler, easier to understand and faster.
- Te Mahana Homelessness strategy – the focus for Wellington City Council in the triennium is on the Wellington Housing First pilot, supporting partner DCM to provide tenancy sustaining services and outreach services, and on a programme to increase transitional and supported housing through partnerships with organisations such as Wellington Night Shelter, Kāinga Ora and Wellington City Mission.
 - Proactive development – this programme covers opportunities to develop underutilised sites, on Council land. Within the triennium this is expected to include Te Kāinga - central city apartment conversions programme and the St John’s site development in Karori. Through this programme opportunities will also be maximised through other strategic programmes such as Planning for Growth and Let’s Get Wellington Moving, the Plan will be updated as these opportunities become clearer.
7. The current Action Plan is for the three year period (2020 to 2022) and is based on the identified priorities for that time period and the actions that Council is best placed to deliver. The next opportunity to revise the Action Plan will be in 2023. Initiatives could be added during the course of the triennium, however this would present a change to the priorities agreed by SPC in March 2020 and would require a redirection of resource toward the new initiative.
 8. The strategy recognises that Council has several different roles in relation to housing such as regulator and monitoring of building performance; consenting processes for new builds; housing provider; and Community Services-led work on emergency responses and homelessness. Council officers also participate in the Regional Healthy Housing Response Group.
 9. It is an important principle that property owners are responsible for the maintenance and safety of their properties. To support private property owners, Council has undertaken proactive work in two key areas in recent years:
 - development of a Rental Warrant of Fitness Scheme (RWOFF); and
 - subsidised home energy work.
 10. As part of the first Action Plan, in 2014 Council recognised the need to improve the quality of rental housing in Wellington and piloted and launched a RWOFF scheme in 2017. Shortly after the RWOFF was launched, the new government changed and there was swift action on a Healthy Homes Guarantee Act. The Council paused work as the Healthy Homes requirements, enforced by Tenancy Services, effectively superseded the intent of the RWOFF.
 11. Since 2010/11, over 1460 homes in Wellington City have also been insulated through the Council’s funding for Warm up Wellington and Warmer Kiwi Homes. This represents a mix of owner-occupied properties and rental housing. The Council has also funded the Wellington Home Energy Saver Programme to provide free assessments for Wellington households to create healthier homes. This work has taken place through the Sustainability Trust since 2011.

Defining “safety” in housing

12. There is no single statute that neatly defines safety of housing. Defining housing safety is further complicated by different interpretations between:
 - what is essentially a safety matter versus comfort or nice to have;
 - how a building is used as opposed to whether the actual building itself is unsafe (for example an occupier’s choices around heating and ventilation methods);
 - when the impact of gradual deterioration and lack of maintenance tips over into being an unsafe situation; and
 - a more traditional understanding of housing safety and a growing awareness of the health impacts when a house is not warm, dry, and well ventilated.
13. The purpose of the Building Act 2004 refers to in Section 3 (i) – (iii):
 - people who use buildings can do so safely and without endangering their health; and
 - buildings have attributes that contribute appropriately to the health, physical independence, and well-being of the people who use them; and
 - people who use a building can escape from the building if it is on fire.
14. At a detailed level, legislative requirements are a mix depending on ownership or tenancy arrangements; when the dwelling was constructed or altered; and the type of safety risk, which may mean separate legislation applies. There may also be overarching legislation with broad powers for local authorities or other regulators. This discussion excludes situations where a major event has happened and Civil Defence Emergency Management powers are in play.
15. The Ministry of Housing and Urban Development is the Government’s housing system leader and is intending to define and measure housing quality. Statistics NZ has defined a conceptual framework for defining housing quality which will be used to measure the quality over time.
16. As a result, “safety” in relation to housing is complex to define. There are different ways of defining housing “safety” such as through:
 - Building code standards for new building work;
 - WCC’s work on the RWOFF and the new standards introduced under the Healthy Homes Guarantee Act; and
 - Legislative interpretation across many statutes and regulations.
17. Application of the Dangerous and Insanitary provisions of the Building Act 2004 has been reserved for situations where there is an immediate and significant risk to health (or property). In relation to the dangerous provisions, case law has demonstrated the threshold for meeting “dangerous” is high with a reasonable probability that the situation will cause injury or death.
18. In relation to “insanitary” buildings, the threshold for what is deemed to be offensive or likely to be injurious to health is similarly high. While this has only been tested through the 1991 Building Act which had similar provisions, a more recent MBIE determination (March 2019) also suggests the threshold for offensive is high. The MBIE-operated determinations scheme functions as a pseudo-tribunal which makes decisions on relatively minor aspects of the Building Act, and its application by Councils as regulators. In that particular case, a building had mould spotting on linings, silt in wall

cavities and water ponding under the building but was not considered insanitary. The building was not considered to be in a sufficient condition that was “likely to be injurious to [the] health” of the owner.

Enforcement powers

19. The statutes that are relevant to housing safety whereby the Council has enforcement powers include:
 - Building Act 2004 - the supporting Building Code for new construction and the dangerous and insanitary provisions that apply to all buildings;
 - Health Act 1956 in relation to public health and the supporting Housing Improvement Regulations 1947 which apply to all buildings, irrespective of the date of construction; and
 - Resource Management Act 1991 and the supporting District Plan which sets out the use and development of land.
20. The Residential Tenancies Act 1986 (including the new Healthy Homes Standards) is overseen by Ministry of Housing and Urban Development with MBIE Tenancy Services as the regulatory arm. It is the primary piece of overarching legislation for tenancy relationships.
21. There is a raft of other legislation that may not give Council enforcement powers but which enables others to influence housing safety. Notably the Electricity Act 1992 is regulated through the Electrical Workers Registration rather than Council. Other legislative considerations include Unit Titles Act 2010, Fire and Emergency New Zealand Act 2017 and Health and Safety at Work Act 2015.
22. Legislation also exists for the housing standards for specific types of housing for example retirement homes (Retirement Villages Act 2003), corrections facilities (Corrections Act 2004), school hostels (Education Act 1989).

23. The table below outlines the legislative powers relevant from a local government perspective.

Legislation	Building Act 2004		Residential Tenancy Act 1986	Health Act 1956	Resource Management Act 1991
Aspect	Dangerous and Insanitary provisions	Building Code requirements	Rental relationships Healthy home regulations	Section 23 and Housing Improvement Regs 1947	District Plan provisions
Scope for Council involvement	Determination of dangerous/ insanitary status of any building	Construction of new buildings or alterations requiring consents	Provision of Council view on building condition for tenants and/or Tenancy Tribunal	Duty to improve, promote, and protect public health	Safe housing locations through District Plan provisions
Council powers	Entry and inspection Restriction of entry by others Issuing of enforceable notices to fix	Entry and inspect of sites subject to consents Power to require remedial work completed (to satisfaction of Building Code standards)	Advisory – provision of reports requested by tenants or Tribunal	Powers to enter and inspect sites Order abatement of public health nuisance S29. Issue cleansing orders S81 Bylaw making power	Authorise use of particular areas for construction or alteration of dwellings
Enforcement	Require remedial work to be completed within stated timeframes or Council can carry out work themselves Fines \$200,000 overall and costs.	Refusal to issue Certificates of Acceptance Order remediation or demolition	N/A NB Tenancy Services (MBIE) is lead regulator Tenancy Tribunal rulings for compensation etc where mediation not possible	No infringement powers Pursue cases of through the courts. Health Act max fine \$500 plus \$50 for each day offence continues. ¹⁰ Housing Improvement Regs - \$4 fine upon conviction	Council consenting powers Environment Court for appeal of Council decisions

Aspects of safety

24. The RWOFF framework provides a comprehensive assessment of the key criteria for determining if a property meets an acceptable standard for occupation. Work was completed during the development of the RWOFF to assess Council’s legislative ability to enforce the identified standards, or whether the scheme was only able to be a voluntary scheme. It was determined at the time that the costs of an inspection regime would be prohibitive and that there could be unintended consequences (eg rents being

¹⁰ Note Local Government Act 2002 –a bylaw that is not complied with upon conviction can result in a maximum fine of \$20,000

- raised). Exploring a bylaw was discounted due to a lack of infringement powers. Court prosecution for bylaw breaches is possible, but is very costly.
25. It is important to note that new builds and renovations are subject to the Building Code which details requirements for warm, safe and healthy homes (or additions).
26. The following table outlines the underpinning legislation where Council has enforcement powers. In practice a combination of the factors below could have a compounding effect and may result in a dangerous or insanitary decision by Council Officers.

RWOF aspect	Current legislation Council for existing housing	Relevant Building Code for new builds or Healthy Homes regulations for rental properties
Structural requirements		
Wall, ceiling & floor linings in tact	HIR 17 (1)(2)(3)	Building code B2, E2, E3
No cracks, holes in roof, external cladding, windows	HIR (17)(1)(2)	Healthy homes – Draught stopping standard Building code B2, E2, E3
Structurally sound	HIR (17)(1)(2)	Building code B
Healthy homes		
Ventilation	HIR (9)	Healthy homes - Ventilation standard Building code G4 –openable windows or mechanical ventilation are acceptable solutions under the Building Code
Curtains/blinds/double glazing	n/a	Building code H1 (double glazing)
Heating	HIR (6)	Healthy homes – Heating standard Building Code - no a specified standard for heating for private homes
Clear of mould	HIR (15)	Healthy homes - Moisture ingress and drainage standard Building code E –only requires a ground moisture barrier where a subfloor cannot meet subfloor ventilation requirements
Insulation	n/a	Healthy homes – Insulation standard Building code H1
Basic amenities		
Cooking facilities	HIR 7(2)(b)	Building code G3
Bath/shower	HIR (9)(2)	Building code G1
Toilet	HIR (5)(1)	Building code G1
Food prep & storage	HIR 7(1)(3)	Building code G3
Safety and security		
Locking	n/a	Building code C4 – locks not specified but must not prevent means of escape
Address labelled	n/a	Building code C5
Safe glass doors	n/a	Building code F2
Handrails	HIR 12 (a)	Building code F4
High cupboards for hazardous	n/a	Building code F3

RWOF aspect	Current legislation Council for existing housing	Relevant Building Code for new builds or Healthy Homes regulations for rental properties
substances		
Water services		
Potable water supply	HIR (7)(2) and (9)(2)	Building code G12
Waste water connections	HIR (16) (1)	Building code G13
Hot water supply and temp	HIR (9)(2) – hot water to the bathroom Temperature n/a	Hot water for the kitchen is not a requirement of the HIR. Safe temperature in Building Code
Spouting and storm water	HIR (14)(1)	Healthy homes - Moisture ingress and drainage standard Building code E1, E2
Lighting		
Provision of lighting	HIR (13)	Building code G8
Electrical		
Safe power outlets, switches	HIR (18) (1)	Electrical Workers Registration Board regulates electrical work, not WCC Building code G9
Fire protection		
Smoke alarms	n/a	Building Code C

Health Act 1956 and Housing Improvement Regulations 1947

27. The Public Health team exercise powers under the Health Act in the spirit of the duty to protect and promote public health. Cleansing orders have been used periodically by Council eg where pigeons have fouled an area and property owners have refused to clean the roof. Cleansing orders are used where it is considered necessary to “prevent danger to health or for rendering the premises fit for occupation”. However this is a tool to cleanse contaminated surfaces rather than substantially improve a housing structure per se. Council can carry out the work if the property owner refuses to.
28. The public nuisance provisions of the Health Act can be applied to situations that are likely to be injurious to health or offensive. The general penalty possible (\$500) is unlikely to have a deterrent effect. There are no infringement powers available to the Council under the Health Act. Similarly, the Housing Improvement Regulations has an outdated fine level (\$4) and is only useful for setting out the minimum expectations of all housing, irrespective of when it was built.
29. The Public Health team readily inspect rental properties upon request and provide a written report for tenants or the Tenancy Tribunal on their observations of the state of the property.

Residential Tenancies Act 1986

30. The lead regulator for the Residential Tenancies Act 1986 is Tenancy Services (MBIE) and there are dedicated services for supporting tenants and landlords to maintain ongoing relationships. These services range from information for establishing tenancy arrangements, through to dispute resolution. The dispute resolution work provides self resolution guidance, through to mediation services and finally Tenancy Tribunal adjudications.

31. The new Healthy Homes regulations have gradually been coming into effect and from 1 July 2021, all new tenancies (and all boarding houses) will need to comply. The standards cover Heating, Insulation, Moisture, Ventilation and Moisture Ingress and Drainage. All landlords will be required to comply by 1 July 2024 (discussed below).

Areas excluded from the Residential Tenancies Act 1986

32. There are some specific exempted situations from the Residential Tenancies Act 1986 (Section 5) such as temporary or transient accommodation, holiday accommodation or where a tenant is living with a landlord and people living on Māori trust land.

Responding to safety issues from an operational perspective

Council Contact Centre/Service centre

33. Enquiries from tenants (or neighbours) about concerns with the state of a property are complex to deal with and contact centre agents work through the situation to understand where best to direct the enquiry. Ultimately it is the owner's responsibility to maintain their building.
34. Contact centre staff ascertain the situation on a case by case basis, firstly to identify if there is an immediate danger to people or property where the dangerous and insanitary provisions of the Building Act 2004 might apply. Unless there is a current (not signed off) building consent, the Council cannot require a building owner to undertake work on an existing building/ property, unless it is considered to be either dangerous or insanitary. Consideration for Council involvement will include whether:
- the building is occupied;
 - there is a risk of damage to others' property;
 - the public has access, into or around the building;
 - normal use of the building or structure is likely to cause injury or death;
 - fire systems are inadequate for the current use and occupancy is such that there would be injury or death in the event of a fire;
 - the building is in such a state of disrepair as to pose a risk to health for building users (for example drainage not working, no water).
35. Enquiries are referred to the Building Compliance team to investigate where necessary. A dangerous notice is only issued if it fits within the threshold under Section 121 of the Building Act. A suitably qualified engineer may be required to assess and report on the safety of the structure. Enquiries relating to insanitary living conditions, mould or dampness, sewerage overflow are referred to the Public Health team.

Tenancy related issues are primarily dealt with by Tenancy Services

36. The Tenancy Tribunal helps tenants and landlords resolve issues that they cannot resolve between themselves. The tribunal hears both sides of the argument and can issue orders that are legally binding. In 2019/20 there were 533 tribunal orders issued relating to Wellington City. 233 were damages/compensation awarded to the landlord and 83 were awarded to the tenant.
37. Council tends to direct people with landlord difficulties to Tenancy Services in the first instance as they have the information and services to support better tenancy relationships. They can provide advice on the entire tenancy relationship eg starting properly and meeting obligations under the Residential Tenancies Act. Obligations of tenants include checking the condition of the property from the outset and they have a legal requirement to notify landlords if there are issues.
38. Tenancy Services as lead regulator is best placed to drive the successful implementation of the new Healthy Homes regulations. The long lead-in time (2024) was intended to balance the needs of tenants, landlords and industry, and provide the

time necessary for information campaigns and guidance for landlords and tenants on the changes. Expanded enforcement capacity for Tenancy Services Compliance and Investigations team is also anticipated.

39. There are many advantages to Tenancy Services being the main agency to support tenancy relationships, of which safe housing is an important aspect:
- Dispute resolution (from self resolution through to Tribunal orders) can work towards solutions that preserve and protect the tenancy relationship;
 - Where housing quality is substandard, solutions can be determined that won't result in eviction or displacement of tenants;
 - Tenancy Services Compliance and Investigation team can take cases to the Tribunal themselves where landlords repeatedly flout requirements;
 - Tenants can take cases to the Tribunal as their leases expire for compensation and to obtain work orders so that future tenants may experience a better standard of housing; and
 - Tenancy Tribunal can order a landlord to repair a property and award compensation up to a value of \$50,000.
40. Council's building compliance team has a strong working relationship with Tenancy Services (Central Region) with cases being referred to each other and joint investigations in some cases. There are cases where Council may end up taking the lead on obtaining property owner compliance eg if unconsented dwellings have been created or a lack of suitable firewall protection.

Conclusion

41. The new healthy homes standards reflect a significant push by central government on improving the quality of rental properties. While the final date for compliance is not until 1 July 2024, all new tenancies must comply from 1 July 2021. Tenancy Services' Compliance and Investigations team has clear responsibility for the enforcement of these standards and taking action against landlords who persistently fail to comply with requirements. MBIE is leading on information campaigns to inform landlords and property management companies of the new requirements.
42. Officers are of the view that the Building Act's Dangerous and Insanitary Building provisions should be utilised for exceptional circumstances, mainly triggered by a specific event, where health is endangered and which are reliant on timely responses by Council and property owners.
43. There are powers available to Council to improve the safety of housing, particularly consent powers in relation to new builds and alterations. Prosecutions under section 23 of the Health Act or the Housing Improvement Regulations are cumbersome. The resource needed to take a prosecution often outweighs the benefits (such as providing a deterrent effect or lifting the quality of housing generally).
44. Council's current approach is to focus on subsidised home energy work, supporting other regulators (namely Tenancy Services) in enforcement activity and ensure new building work meets Building Code standards. This approach is considered the most effective method of lifting the overall safety of housing in Wellington. The Dangerous and Insanitary provisions of the Building Act will continue to be applied in cases where Officers consider health is endangered and immediate action is required.

THREE WATERS REFORM: MEMORANDUM OF UNDERSTANDING

Purpose

1. This report asks the Strategy and Policy Committee to enter into a Memorandum of Understanding (MoU) with the Crown, agreeing to participate in the initial stage of a central/local government three waters service delivery reform programme; and to authorise the Chief Executive to sign the MoU and to sign an associated Funding Agreement and Delivery Plan, to accept a grant from the Crown to spend on operating and capital expenditure relating to three waters infrastructure and service delivery.

Summary

2. In July 2020, the Government announced a \$761 million funding package to provide post COVID-19 stimulus to maintain, improve three waters infrastructure, support a three-year programme of reform of local government water service delivery arrangements (reform programme), and support the establishment of Taumata Arowai, the new Waters Services Regulator. \$59.8m was allocated to the Wellington Region, with Wellington City's total share being \$20.18m.
3. A Joint Central/Local Government Three Waters Steering Committee has been established to provide oversight and guidance to support progress towards reform, and to assist in engaging with local government, iwi/Māori, and other water sector stakeholders on options and proposals.
4. The reform programme is designed to support economic recovery, and address persistent systemic issues facing the three waters sector, through a combination of:
 - stimulating investment, to assist economic recovery through job creation, and maintain investment in water infrastructure renewals and maintenance; and
 - reforming current water service delivery, into larger scale providers, to realise significant economic, public health, environmental, and other benefits over the medium to long term.
5. Initial funding from the stimulus package is available if the Council agrees to participate in the first stage of the reform programme, through a Memorandum of Understanding (MoU), Funding Agreement, and approved Delivery Plan. The MoU must be signed by the end of August 2020, with the Funding Agreement and Delivery Plan submitted and approved by the end of September 2020.

Recommendation/s

That the Strategy and Policy Committee:

1. Receive the information.
2. Note that:
 - a. in July 2020, the Government announced an initial funding package of \$20.18m for Wellington City Council to provide a post COVID-19 stimulus to maintain and improve water networks infrastructure, and to support a three-year programme of reform of water services delivery arrangements.
 - b. the initial funding will be made available if the council agrees to participate in the initial stage of the reform programme, through a Memorandum of Understanding (MoU), Funding Agreement, and approved Delivery Plan.
 - c. the initial funding is comprised of two parts: a direct allocation to the Council of \$10.89m, and the Council's share of the Regional allocation, a further \$9.29m.
 - d. Regional Chief Executives recommend a preferred approach to the allocation of regional funding, being the same formula as was used to determine the direct allocations to territorial authorities.
3. Agree to enter into the MoU as per Appendix A and Funding Agreement as per Appendix B.
4. Agree to nominate the Chief Executive as the primary point of communication for the purposes of the MoU and reform programme.
5. Agree to delegate decisions about the allocation of regional funding to the Chief Executive, with the understanding that this will be based on the formula used to calculate the direct council allocations.
6. Note that the MoU and Funding Agreement cannot be amended or modified by either party, and doing so would void these documents.
7. Note that participation in this initial stage is to be undertaken in good faith, but this is a non-binding approach, and the Council can opt out of the reform process at the end of the term of the agreement.
8. Note that the funding will be received as a grant as soon as practicable once the signed MoU and Funding Agreement are returned to the Department of Internal Affairs, and a Delivery Plan has been supplied and approved.
9. Note that the Delivery Plan must show that the funding is to be applied to operating and/or capital expenditure relating to three waters infrastructure and service delivery, and that it:
 - a. supports economic recovery through job creation; and
 - b. maintains, increases, and/or accelerates investment in core water infrastructure renewal and maintenance.
10. Note that the Delivery Plan is being drafted by Water Wellington Limited, and delegate to the Chief Executive the authority to finalise the Delivery Plan.

Background

6. Over the past three years, central and local government have been considering the issues and opportunities facing the system for regulating and managing the three waters (drinking water, wastewater, and stormwater).
7. The Government Inquiry into Havelock North Drinking Water – set up following the serious campylobacter outbreak in 2016 – identified widespread, systemic failure of suppliers to meet the standards required for the safe supply of drinking water to the public. It made a number of urgent and longer-term recommendations to address these significant systemic and regulatory failures.
8. The Government's Three Waters Review highlighted that, in many parts of the country, communities cannot be confident that drinking water is safe, or that good environmental outcomes are being achieved. This work also raised concerns about the regulation, sustainability, capacity and capability of a system with a large number of localised providers, many of which are funded by relatively small populations.
9. The local government sector's own work has highlighted similar issues. For example, in 2014, LGNZ identified an information gap relating to three waters infrastructure. A 2015 position paper argued for a refresh of the regulatory framework to ensure delivery of quality drinking water and wastewater services, and outlined what stronger performance in the three waters sector would look like.
10. Both central and local government acknowledge that there are many challenges facing the delivery of water services and infrastructure, and the communities that fund and rely on these services. These challenges include:
 - Underinvestment in three waters infrastructure in parts of the country, and substantial infrastructure deficits. For example, it is estimated that between \$300 and \$570 million is required to upgrade networked drinking water treatment plants to meet drinking water standards; and up to \$4 billion is required to upgrade wastewater plants to meet new consent requirements. These deficits are likely to be underestimates, given the variable quality of asset management data.
 - Persistent funding and affordability challenges, particularly for communities with small rating bases, or high-growth areas that have reached their prudential borrowing limits.
 - Additional investment required to increase public confidence in the safety of drinking water, improve freshwater outcomes, and as a critical component of a collective response to climate change and increasing resilience of local communities.
11. COVID-19 has made the situation even more challenging. Prior to COVID-19, territorial authorities were planning on spending \$8.3 billion in capital over the next five years on water infrastructure. However, COVID-19 is likely to cause significant decreases in revenue in the short term. As a result, borrowing will be constrained due to lower debt limits that flow from lower revenues, and opportunities to raise revenue through rates, fees and charges will be limited.

Progress with three waters regulatory reforms

12. Good progress is already being made to address the regulatory issues that were raised by the Havelock North Inquiry and Three Waters Review. The Government is implementing a package of reforms to the three waters regulatory system, which are designed to:
- improve national-level leadership, oversight, and support relating to the three waters – through the creation of Taumata Arowai, a new, dedicated Water Services Regulator;
 - significantly strengthen compliance, monitoring, and enforcement relating to drinking water regulation;
 - manage risks to drinking water safety and ensure sources of drinking water are protected;
 - improve the environmental performance and transparency of wastewater and stormwater networks.
13. The new regulator Taumata Arowai is being established, and this new Crown entity will become responsible for drinking water regulation once a separate Water Services Bill is passed (anticipated mid 2021).
14. However, both central and local government acknowledge that regulatory reforms alone will not be sufficient to address many of the persistent issues facing the three waters system. Reforms to service delivery and funding arrangements also need to be explored.

Discussion

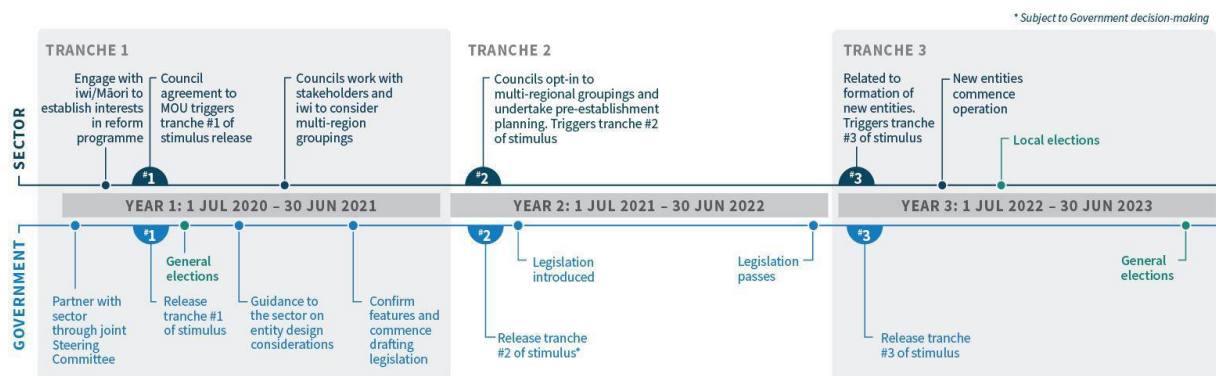
15. At the recent Central/Local Government Forum, central and local government leadership discussed the challenges facing New Zealand's water service delivery and infrastructure, and committed to working jointly on reform. A Joint Central/Local Government Three Waters Steering Committee has been established to provide oversight and guidance to support this work.
16. Central and local government consider it is timely to apply targeted infrastructure stimulus investment to enable improvements to water service delivery, progress service delivery reform in partnership, and ensure the period of economic recovery following COVID-19 supports a transition to a productive, sustainable economy.
17. In July 2020, the Government announced an initial funding package of \$761 million to provide post COVID-19 stimulus, support a three-year programme of reform of local government water service delivery arrangements, and support the establishment and operation of Taumata Arowai.
18. The reform programme is designed to support economic recovery, and address persistent systemic issues facing the three waters sector, through a combination of:
- stimulating investment, to assist economic recovery through job creation, and maintain investment in water infrastructure renewals and maintenance; and

- reforming current water service delivery, into larger scale providers, to realise significant economic, public health, environmental, and other benefits over the medium to long term.

19. While the Government’s starting intention is for publicly-owned multi-regional models for water service delivery (with a preference for local authority ownership), final decisions on a service delivery model will be informed by discussion with the local government sector and the work of the Joint Steering Committee.

Reform process and indicative timetable

20. As noted above, this is a three-year programme to reform three waters service delivery arrangements, which is being delivered in conjunction with an economic stimulus package of Crown investment in water infrastructure. The reform programme will be undertaken in stages.
21. The initial stage is an opt in, non-binding approach, which involves councils taking the actions and signing the documents described below (MoU, Funding Agreement, and Delivery Plan).
22. Councils that agree to opt in by the end of August 2020 will receive a share of the initial funding package. Any further tranches of funding will be at the discretion of the Government and may depend on progress against reform objectives.
23. An indicative timetable for the full reform programme is provided below. While this is subject to change as the reforms progress, and subject to future Government budget decisions, it provides an overview of the longer-term reform pathway.



Allocation of the investment package

24. The Government has determined a notional allocation framework based on a nationally-consistent formula.
25. The general approach to determining each authority's notional allocation is based on a formula that gives weight to two main factors:
- The population in the relevant council area, as a proxy for the number of water connections serviced by a territorial authority (75 per cent weighting)
 - The land area covered by a local authority excluding national parks, as a proxy for the higher costs per connection of providing water services in areas with low population density (25 per cent weighting).

26. The investment package is structured into two components:
- A direct allocation to each territorial authority, comprising 50% of that territorial authority's notional allocation; and
 - A regional allocation, comprising the sum of the remaining 50% of the notional allocations for each territorial authority in the relevant region
27. The purpose of the Government's regional allocation is to establish collective participation by councils in the reform programme. Chief Executives consider that the fairest way to distribute the regional allocation is to use the same formula as the territorial authority allocation.
28. In this basis, the relevant allocations for Wellington City would be:
- \$10.89m (excluding GST) direct allocation.
 - \$9.29m (excluding GST) at Wellington's City share of the regional allocation.
29. Officers recommend delegating decisions about the allocation of regional funding to the Chief Executive, with the understanding allocations will be made on this basis.

What action is the Council being asked to take at this point?

30. The initial stage of the reform programme involves three core elements:
- Memorandum of Understanding;
 - Funding Agreement;
 - Delivery Plan.
31. Initial funding will be made available to those councils that sign the MoU, and associated Funding Agreement, and provide a Delivery Plan.
32. The MoU is the 'opt in' to the first stage of the reform and stimulus programme. The MoU needs to be signed and submitted by the end of August 2020. The Funding Agreement and Delivery Plan need to be submitted by the end of September 2020, to access the stimulus funding,
33. Councils that do not opt in by the end August 2020 deadline will not receive a share of the stimulus funding. Councils will still be able to opt in to the reform programme at a later date, but will not have access to the initial funding package, retrospectively.

Memorandum of Understanding

34. An MoU has been developed by the Steering Group, for each council to enter into with the Crown. This is a standardised document, which cannot be amended or modified by either party.
35. Signing the MoU commits the Council to:
- engage in the first stage of the reform programme – including a willingness to accept the reform objectives and the core design features set out in the MoU;
 - the principles of working together with central government and the Steering Committee;

- work with neighbouring councils to consider the creation of multi-regional entities;
 - share information and analysis on their three waters assets and service delivery arrangements.
36. At this point, this is a voluntary, non-binding commitment. It does not require Council to commit to future phases of the reform programme, to transfer assets or liabilities, or establish new water entities.
37. The MoU is effective from the date of agreement until 30 June 2021, unless terminated by agreement or by replacement with another document relating to the reform programme.
38. A legal opinion by Simpson Grierson, commissioned by SOLGM on behalf of the Steering Committee, advises that the MoU does not contain any explicit triggers for consultation under the Local Government Act 2002.

Funding Agreement

39. This Council has been allocated \$20.18m by the Crown, if it opts in to the reform programme. This funding will be provided as a grant, which does not need to be repaid if the Council does not ultimately commit to reform at later stages of the process.
40. The Funding Agreement is one of the mechanisms for accessing the funding package. Like the MoU, it is a standardised document, for agreement between each council and the Crown. It cannot be amended.
41. The Funding Agreement guides the release and use of funding. It sets out:
- the funding amount allocated to the Council;
 - funding conditions;
 - public accountability requirements, including the Public Finance Act;
 - reporting milestones.
42. While there is some local flexibility around how the funding can be applied, the Government has indicated that this investment is intended to support economic recovery, enable improvements in water service delivery, and progress the service delivery reform programme.
43. The Funding Agreement will be supplemented by a Delivery Plan, which is the document that sets out how the grant funding is to be applied by the Council.

Delivery Plan



44. The Delivery Plan must show that the funding allocation is to be applied to operating and/or capital expenditure relating to three waters infrastructure and service delivery, and which:
- supports economic recovery through job creation; and
 - maintains, increases, and/or accelerates investment in core water infrastructure renewal and maintenance.

45. The Delivery Plan is a short-form template, which sets out:
- a summary of the works to be funded, including location, estimated associated costs, and expected benefits/outcomes;
 - the number of people to be employed in these works;
 - an assessment of how the works support the reform objectives in the MoU;
 - reporting obligations.
46. The Delivery Plan will be supplied to Crown Infrastructure Partners (and other organisations as agreed between the Council and Crown), for review and approval. Crown Infrastructure Partners will monitor progress against the Delivery Plan, to ensure spending has been undertaken with public sector financial management.
47. The Delivery Plan is currently being drafted for shareholding Councils by Wellington Water Limited. For Wellington City Council, it is proposed that funding be allocated to asset renewals (\$7.5m), condition assessments (\$4.5m), maintenance and service improvement (\$3.6m), asset management systems (\$0.7m), asset data (\$1.7m), and drinking water safety (\$1.2m). These are all known problem areas that require investment.

Options

48. The Council has limited options:
- a) Sign the MoU, accept the grant and engage with the Government around water reform. Officers recommend this option.
 - b) Elect not to sign the MoU, forgo the grant and look to manage waters outside of the Government framework.

Attachments

- Attachment 1. Appendix A - Waters Memorandum of Understanding [↓](#)  Page 264
- Attachment 2. Appendix B - Waters Stimulus Funding Agreement 04 August 2020 [↓](#)  Page 271

Author	Mike Mendonca, Acting Chief Infrastructure Officer
Authoriser	Mike Mendonca, Acting Chief Infrastructure Officer

SUPPORTING INFORMATION

Engagement and Consultation

N/A

Treaty of Waitangi considerations

Te Mana o te Wai is of great importance to Mana Whenua. Given that all Councils are developing similar plans we do not wish to overload Mana Whenua with replicated requests, and propose to engage with Maori/iwi on a more strategic basis, most likely via Wellington Water Limited.

Financial implications

The Annual Plan will be affected by Crown funding. Officers will work through the implications of this and will report back as part of quarterly reporting.

Policy and legislative implications

N/A

Risks / legal

N/A

Climate Change impact and considerations

N/A

Communications Plan

Officers will prepare key messages, noting that the Department of Internal Affairs is delivering national communications around funding.

Health and Safety Impact considered

Safety associated with increased levels of activity will come under the Wellington Water Limited Health and Safety framework.

MODEL

Memorandum of Understanding Three Waters Services Reform

Between the [Sovereign in right of New Zealand acting by and through the Minister of Local Government] and

[Territorial Authority]

Date

PURPOSE

This Memorandum of Understanding (Memorandum) sets out the principles and objectives that the Parties agree will underpin their ongoing relationship to support the improvement in three waters service delivery for communities with the aim of realising significant public health, environmental, economic, and other benefits over the medium to long term. It describes, in general terms, the key features of the proposed reform programme and the Government funding arrangements that will support investment in three waters infrastructure as part of the COVID 19 economic recovery.

BACKGROUND

Over the past three years central and local government have been considering solutions to challenges facing the regulation and delivery of three water services. This has seen the development of new legislation to create Taumata Arowai, the new Water Services Regulator, to oversee and enforce a new drinking water regulatory framework, with an additional oversight role for wastewater and stormwater networks.

While addressing the regulatory issues, both central and local government acknowledge that there are broader challenges facing the delivery of water services and infrastructure, and the communities that fund and rely on these services. There has been regulatory failure, underinvestment in three waters infrastructure in parts of the country, and persistent affordability challenges, and additional investment is required to increase public confidence in the safety of drinking water and to improve freshwater outcomes. Furthermore, investment in water service delivery infrastructure is a critical component of a collective response to climate change and increasing resilience of local communities.

The Parties to this Memorandum consider it is timely to apply targeted infrastructure stimulus investment to enable improvements to water service delivery, progress reform in partnership, and ensure the period of economic recovery following COVID-19 supports a transition to a productive, sustainable economy. Additional funding will be subject to Government decision-making and reliant on the Parties demonstrating substantive progress against the reform objectives. The quantum, timing, conditions, and any other information relating to future funding will be advised at the appropriate time but will likely comprise additional tranches of funding and more specific agreement to key reform milestones.

The reform process and stimulus funding, proposed by Government, is designed to support economic recovery post COVID-19 and address persistent systemic issues facing the three waters sector, through a combination of:

- stimulating investment, to assist economic recovery through job creation, and maintain investment in water infrastructure renewals and maintenance; and
- reforming current water service delivery, into larger scale providers, to realise significant economic, public health, environmental, and other benefits over the medium to long term.

There is a shared understanding that a partnership approach will best support the wider community and ensure that the transition to any eventual new arrangements is well managed and as smooth as possible. This requires undertaking the reform in a manner that enables local government to continue and, where possible, enhance delivery of its broad “wellbeing mandates” under the Local Government Act 2002, while recognising the potential impacts that changes to three waters service delivery may have on the role and functions of territorial authorities.

PRINCIPLES FOR WORKING TOGETHER

The Parties shall promote a relationship in their dealings with each other, and other Parties related to the three waters services reform, based on:

- mutual trust and respect; and
- openness, promptness, consistency and fairness in all dealings and communication including through adopting a no-surprises approach to any matters or dealings related to the reform programme; and
- non-adversarial dealings and constructive problem-solving approaches; and
- working co-operatively and helpfully to facilitate the other Parties perform their roles; and
- openly sharing information and analysis undertaken to date on the state of the system for delivering three waters services and the quality of the asset base.

This Memorandum is intended to be non-binding in so far as it does not give rise to legally enforceable obligations between the Parties.

REFORM OBJECTIVES AND CORE DESIGN FEATURES

By agreeing to this Memorandum, the Parties agree to work constructively together to support the objectives of the three waters service delivery reform programme.

The Parties agree that the following objectives will underpin the reform programme and inform the development of reform options/proposals:

- significantly improving the safety and quality of drinking water services, and the environmental performance of drinking water and wastewater systems (which are crucial to good public health and wellbeing, and achieving good environmental outcomes);
- ensuring all New Zealanders have equitable access to affordable three waters services;
- improving the coordination of resources, planning, and unlocking strategic opportunities to consider New Zealand's infrastructure and environmental needs at a larger scale;
- increasing the resilience of three waters service provision to both short- and long-term risks and events, particularly climate change and natural hazards;
- moving the supply of three waters services to a more financially sustainable footing, and addressing the affordability and capability challenges faced by small suppliers and councils;
- improving transparency about, and accountability for, the delivery and costs of three waters services, including the ability to benchmark the performance of service providers; and
- undertaking the reform in a manner that enables local government to further enhance the way in which it can deliver on its broader "wellbeing mandates" as set out in the Local Government Act 2002.

In addition to these objectives, the Parties recognise that any consideration of changes to, or new models for, water service delivery arrangements must include the following fundamental requirements and safeguards:

- mechanisms that provide for continued public ownership of water service delivery infrastructure, and protect against privatisation; and
- mechanisms that provide for the exercise of ownership rights in water services entities that consider the interests and wellbeing of local communities, and which provide for local service delivery.

The Parties also recognise the reform programme will give rise to rights and interests under the Treaty of Waitangi and both Parties acknowledge the role of the Treaty partner. This includes maintaining Treaty settlement obligations and other statutory rights including under the Resource Management Act 1991 and the Local Government Act 2002. The outcome of discussions with iwi/Māori will inform design of appropriate mechanisms to reflect Treaty interests. This will include clarity of roles and responsibilities.

The Parties agree to work together to identify an approach to service delivery reform that incorporates the objectives and safeguards noted above, and considers the following design features as a minimum:

- water service delivery entities, that are:
 - of significant scale (most likely multi-regional) to enable benefits from aggregation to be achieved over the medium to long-term;
 - asset owning entities, with balance sheet separation to support improved access to capital, alternative funding instruments and improved balance sheet strength; and
 - structured as statutory entities with appropriate and relevant commercial disciplines and competency-based boards;
- delivery of drinking water and wastewater services as a priority, with the ability to extend to stormwater service provision only where effective and efficient to do so; and
- publicly owned entities, with a preference for collective council ownership;
- mechanisms for enabling communities to provide input in relation to the new entities.

The Parties acknowledge that work will also be undertaken to develop a regulatory framework, including mechanisms to protect the interests of consumers.

FUNDING ARRANGEMENTS

The Government has indicated its intention to provide funding to stimulate investment to enable improvements in water service delivery, support economic recovery and progress Three Waters Services Reform. The quantum of funding available for the Council (and each participating Council) will be notified by Government prior to signing this Memorandum.

Funding will be provided as soon as practicable following agreement to this Memorandum and the associated Funding Agreement and Delivery Plan. The Delivery Plan will need to show that the funding is to be applied to operating or capital expenditure on three waters service delivery (with the mix to be determined by the Council) that:

- supports economic recovery through job creation; and
- maintains, increases and/or accelerates investment in core water infrastructure renewals and maintenance.¹

The Delivery Plan will be based on a simple template and will include a summary of projects, relevant milestones, costs, location of physical works, number of people employed in works, reporting milestones and an assessment of how it supports the reform objectives set out in this Memorandum.

The Delivery Plan will be supplied to Crown Infrastructure Partners, and other organisations as agreed between the Parties, who will monitor progress of application of funding against the Delivery Plan to ensure spending has been undertaken consistent with public sector financial management requirements.

Agreement to this Memorandum and associated Funding Agreement and Delivery Plan are required prior to the release of Government funding. The Council will have the right to choose whether or not they wish to continue to participate in the reform programme beyond the term of the Memorandum.

FUTURE AGREEMENTS

The Parties may choose to enter other agreements that support the reform programme. These agreements will be expected to set out the terms on which the Council will partner with other councils to deliver on the reform objectives and core design features, and will include key reform milestones and detailed plans for transition to and establishment of new three waters service delivery entities.

PROGRAMME MANAGEMENT

The Government will establish a programme management office and the Council will be able to access funding support to participate in the reform process.

The Government will provide further guidance on the approach to programme support, central and regional support functions and activities and criteria for determining eligibility for funding support. This guidance will also include the specifics of any information required to progress the reform that may be related to asset quality, asset value, costs, and funding arrangements.

TERM

This Memorandum is effective from the date of agreement until 30 June 2021 unless terminated by agreement or by replacement with another agreement related to the reform programme.

¹ Maintains previously planned investment that may have otherwise deferred as a result of COVID-19.

INTERACTIONS, MONITORING, INFORMATION AND RECORDS

The Parties nominate the following representatives to act as the primary point of communication for the purposes of this Memorandum and any other purpose related to the reform programme.

Government's representative	Council
[As delegated]	[Chief Executive of the Council]

It is the responsibility of these representatives to:

- work collaboratively to support the reform objectives;
- keep both Parties fully informed;
- act as a first point of reference between Parties and as liaison persons for external contacts; and
- communicate between Parties on matters that arise that may be of interest to either party.

If the contact person changes in either organisation, the other party's contact person must be informed of the new contact person immediately and there should be an efficient transition to ensure the momentum of the reform process is not undermined.

CONFIDENTIALITY

Neither of the Parties is to disclose, directly or indirectly, any confidential information received from the other party to any third party without written consent from the other party, unless required by processes under the Official Information Act 1982 or the Local Government Official Information and Meetings Act 1987 (whichever applies), or under a Parliamentary process- such as following a Parliamentary question, in which case the relevant party is to inform the other party prior to disclosure. Protocols will be established to enable exchange information between Councils where that is consistent with progressing reform objectives.

DISPUTE RESOLUTION

Any dispute concerning the subject matter of this document is to be settled by full and frank discussion and negotiation between the Parties.

.....

SIGNED on behalf of the Crown

by [insert name - DELETE TEXT]

[Sovereign in right of New Zealand acting by and through the Minister of Local Government]:

.....

SIGNED by [insert name of the Mayor of the Territorial Authority signing - DELETE TEXT] on behalf of [Territorial Authority]

.....

SIGNED by [insert name of the Chief Executive of the Territorial Authority signing - DELETE TEXT] on behalf of [Territorial Authority]

.....

Witness signature

Witness name [insert name - DELETE TEXT]

Witness occupation [insert occupation - DELETE TEXT]

Witness address [insert address - DELETE TEXT]

.....

Witness signature

Witness name [insert name - DELETE TEXT]

Witness occupation [insert occupation -DELETE TEXT]

Witness address [insert address - DELETE TEXT]



Te Tari Taiwhenua
Internal Affairs

FUNDING AGREEMENT

BETWEEN

DEPARTMENT OF INTERNAL AFFAIRS

AND

[NAME OF RECIPIENT]

FOR

THREE WATERS SERVICES REFORMS

AGREEMENT

The parties (identified below in Part 1) agree to be bound by the terms and conditions of this Agreement, as set out below in Part 1 (Key Details), Part 2 (General Terms), Part 3 (Definitions and Construction) and the Schedule (Payment Request).

PART 1: KEY DETAILS

- | | | |
|---|-----------------------------|--|
| 1 | Parties | <p>The Sovereign in right of New Zealand, acting by and through the Chief Executive of the Department of Internal Affairs (DIA)</p> <p>[NAME OF RECIPIENT] (Recipient)</p> |
| 2 | Background | <p>The New Zealand Government is undertaking a reform programme for “Three Waters” (drinking water, wastewater and stormwater) service delivery for communities (Three Waters Reform Programme). In conjunction with the Three Waters Reform Programme, the New Zealand Government is investing in water service delivery. The investment’s objectives are to:</p> <ol style="list-style-type: none"> 1. improve the safety and quality of drinking water services, and the environmental performance of drinking water and wastewater systems, by maintaining, increasing or accelerating investment in core water infrastructure renewals and maintenance; and 2. support New Zealand’s economic recovery from the COVID-19 pandemic through job creation, by enabling investment to continue at a time when council revenues are uncertain and they face immediate cashflow challenges. <p>The New Zealand Government has mandated DIA to manage the provision of Government funding to local authorities to support investment in water infrastructure that supports its public health and environmental management objectives. Provision of such funding supports the objectives of the reform programme, by creating positive momentum toward reform of delivery arrangements for drinking water and wastewater services and infrastructure (with stormwater as a secondary priority).</p> <p>The New Zealand Government has also mandated Crown Infrastructure Partners Limited (CIP) to assist in managing such funding by undertaking a monitoring role.</p> <p>The Recipient is a territorial authority with statutory responsibility for delivering Three Waters services within its own district or city. The Recipient will work collaboratively with the New Zealand Government in connection with the Three Waters Reform Programme.</p> <p>DIA has agreed to contribute funding to the Recipient on the terms and conditions of this Agreement (Agreement).</p> <p>Key details of this Agreement are set out in this Part 1. The full terms and conditions are set out in Part 2. Defined terms and rules of interpretation are set out in Part 3.</p> |
| 3 | Conditions Precedent | <p>No Funding is payable under this Agreement until DIA has confirmed to the Recipient in writing that it has received, and found, in its sole discretion, to be satisfactory to it in form and substance, the following documents and evidence:</p> <ol style="list-style-type: none"> 1. This Agreement, duly executed by the Recipient by 30 September 2020. 2. The Memorandum of Understanding, duly executed by the Recipient by 31 August 2020. |

3. The final Delivery Plan prepared by the Recipient, in a form approved by DIA and duly executed by the Recipient by 31 October 2020.

A draft of the Delivery Plan must be submitted by no later than 30 September 2020 to threewaters@dia.govt.nz (copied to the Monitor) for review and comment by DIA (and/or the Monitor as its nominee).

Once DIA (or the Monitor) responds to the draft Delivery Plan, the Recipient must promptly engage with DIA (or the Monitor), seek to resolve such comments, and submit a final Delivery Plan for DIA's approval.

The Recipient is responsible for the content of the Delivery Plan and approval by DIA for the purposes of this Agreement shall not impose any obligations on DIA in respect of the Delivery Plan other than as expressly set out in this Agreement.

These conditions precedent must either be satisfied (in the opinion of DIA) or waived by DIA (at its sole discretion) by 31 October 2020, unless a later date is agreed otherwise in writing with DIA. In the event that they are not satisfied or waived within that time, DIA may notify the Recipient that this Agreement has not come into effect and is null and void.

- 4 **Expenditure Programme(s)** The Recipient may only use the Funding to complete the expenditure programme(s) described in the Delivery Plan (each an **Expenditure Programme**).
- 5 **Expenditure Programme Milestones and Completion Dates** The Recipient is to complete the Expenditure Programme Milestones set out in the Delivery Plan to the satisfaction of DIA by the Completion Dates set out therein.
- 6 **End Date** The End Date is 31 March 2022, or such later date determined by DIA in its discretion.
- 7 **Funding** The total Funding available under this Agreement is up to **NZ\$[INSERT HERE]** plus GST (if any). This is the Total Maximum Amount Payable.
- The first instalment of Funding under this Agreement is subject to satisfaction of the Conditions Precedent set out in Item 3 above and receipt of a duly completed Payment Request in accordance with clause 1 of Part 2.
- The balance of the Funding under this Agreement will be paid in instalments as specified in the Delivery Plan, subject to satisfaction of the conditions set out below and the other terms and conditions of this Agreement.
- Each instalment of Funding under this Agreement, following payment of the first instalment, is subject to:
- Receipt of a duly completed Payment Request in accordance with clause 1 of Part 2.
 - The Expenditure Programme(s) having commenced no later than 31 March 2021.
 - DIA receiving and being satisfied with the quarterly reports specified in the Key Details, together with the other information required in this Agreement.
 - No Termination Event, or event entitling DIA to suspend funding under this Agreement, subsisting.
 - Any further conditions relating to that instalment of Funding as specified in the Delivery Plan.

The first Payment Request may be submitted upon the Commencement Date

occurring. Each subsequent Payment Request may only be submitted at the same time as submission of a quarterly report in accordance with item 8 (Reporting) of the Key Details, and no more than one such Payment Request may be submitted in any Quarter, except (in each case) to the extent agreed by DIA in its sole discretion.

8 Reporting

The Recipient will provide DIA (copied to the Monitor) with quarterly reports by the 10th Business Day following the end of each Quarter, with effect from the Commencement Date. Each quarterly report must include the information set out below, in the standard reporting form specified by DIA.

The Recipient will also provide DIA (copied to the Monitor) with a final report by the 10th Business Day following the date on which the Expenditure Programme(s) are completed. The final report must include the information set out below, in the standard reporting form specified by DIA.

Each report is to be in form and substance satisfactory to DIA in its sole discretion.

Each quarterly report must include the following information:

- (a) Description and analysis of actual progress of the Expenditure Programme(s) against planned progress for the relevant Quarter;
- (b) A summary of expenditure, actual against budgeted (including underspend and cash float), for the relevant Quarter;
- (c) Plans for the next Quarter;
- (d) Forecast cashflows and forecast of the costs to complete the Expenditure Programme(s);
- (e) Any major risks arising or expected to arise with the Expenditure Programme(s), costs or performance of this Agreement, together with actual or proposed mitigations for those risks (including, where the actual Expenditure Programme(s) costs are forecast to exceed budgeted costs, how the shortfall is to be funded);
- (f) A summary of the number of jobs created, actual against expected, through people employed in the Expenditure Programme(s);
- (g) Any specific reporting requirements set out in the Delivery Plan; and
- (h) Any other information that is notified by DIA in writing to the Recipient.

The final report must include the following information:

- (a) Description and analysis of completion of the Expenditure Programme(s) against the original programme;
- (b) A summary of expenditure, actual against budgeted (including underspend), for the full Expenditure Programme(s);
- (c) Detail of the Recipient's proposed next steps;
- (d) An update on media, marketing and communication activities for the Expenditure Programme(s);
- (e) A summary of the number of jobs created, actual against expected, through people employed in the Expenditure Programme(s);
- (f) Any specific reporting requirements set out in the Delivery Plan; and
- (g) Any other information that is notified by DIA in writing to the Recipient.

9 Special Terms

[None] / [*Special terms to be added*]

10 Recipient's Bank Account	[xx-xxxx-xxxxxxxx-xxx]	
11 Representative	DIA's Representative: Name: Allan Prangnell Email: threewaters@dia.govt.nz	Recipient's Representative: Name: [name] Email: [email]
12 Address for Notices	To DIA: Three Waters Reform Level 7, 45 Pipitea Street Wellington 6011 Attention: Allan Prangnell Email: threewaters@dia.govt.nz , with a copy to legalnotices@dia.govt.nz To the Monitor: Attention: Anthony Wilson Email: 3waters@crowinfrastructure.govt.nz	To the Recipient: [address] Attention: [name] Email: [email]
SIGNATURES	SIGNED by the SOVEREIGN IN RIGHT OF NEW ZEALAND acting by and through the Chief Executive of the Department of Internal Affairs or his or her authorised delegate: _____ Name: Position: Date:	SIGNED for and on behalf of [RECIPIENT NAME] by the person(s) named below, being a person(s) duly authorised to enter into obligations on behalf of the Recipient: _____ Name: Position: Date: _____ Name: Position: Date:

END OF PART 1

PART 2: GENERAL TERMS

1 FUNDING

- 1.1 DIA must pay the Funding (up to the "Total Maximum Amount Payable" specified in the Key Details) to the Recipient, subject to the terms of this Agreement. Unless stated otherwise in this Agreement, the Recipient may only claim the Funding to the extent necessary to cover Eligible Costs that have been or will be incurred by the Recipient, and the Recipient must use the Funding solely on Eligible Costs.
- 1.2 The Recipient must submit a Payment Request to threewaters@dia.govt.nz and copying in DIA's Representative and the Monitor on completion of one or more Expenditure Programme Milestones specified in the Delivery Plan. Such Payment Request must be submitted at the time specified in, and otherwise in accordance with, item 7 (Funding) in the Key Details.
- 1.3 Each Payment Request is to be signed by the Chief Executive and an authorised signatory of the Recipient and must be in the form set out in the Schedule and include the confirmations set out therein, and must include:
- (a) the amount of Funding requested, which must not exceed the aggregate maximum Funding instalment amounts set out in the Delivery Plan for the Expenditure Programme Milestone(s) to which that Payment Request relates; and
 - (b) contain any other information required by DIA.
- 1.4 Once DIA has reviewed the Payment Request and the information enclosed with it, it will request the Recipient to provide (and the Recipient will provide) a valid GST invoice complying with the Goods and Services Tax Act 1985.
- 1.5 DIA is not required to pay any Funding in respect of a Payment Request:
- (a) if any Expenditure Programme Milestone(s) have not been completed by the relevant "Completion Date" specified in the Delivery Plan;
 - (b) if any reports specified in the Key Details have not been provided or are not in form and substance satisfactory to DIA in its sole discretion;
 - (c) if the Conditions specified in Item 7 of the Key Details relating to that instalment have not been satisfied;
 - (d) if payment will result in the Funding exceeding the "Total Maximum Amount Payable" specified in the Key Details;
 - (e) if this Agreement has expired or been terminated; and/or
 - (f) while the Recipient is in breach of this Agreement.

For the avoidance of doubt, DIA's obligation to make Funding available under this Agreement is strictly subject to clause 6.2.

- 1.6 Subject to the terms of this Agreement, DIA must pay each valid Payment Request by the 20th day of the month after the month the GST invoice referred to in clause 1.4 is dated, and if such day is not a Business Day, on the next Business Day. DIA will pay the Funding to the Bank Account of the Recipient specified in Item 10 of the Key Details.

- 1.7 The Funding made available under this Agreement comprises grant funding and does not comprise an equity investment or loan. It is only repayable in the specific circumstances set out in this Agreement.
- 1.8 DIA may, at its discretion, notify the Recipient in writing that it wishes to enter into a GST Offset Agreement in connection with the payment of GST on any Funding. The Recipient must, where applicable, take all such steps as are reasonably required to achieve that GST offset in accordance with the Goods and Services Tax Act 1985.

2 RECIPIENT'S RESPONSIBILITIES

Standards and compliance with laws

- 2.1 The Recipient must comply with all applicable laws, regulations, rules and professional codes of conduct or practice.

Expenditure Programme(s) and Contractors

- 2.2 The Recipient must not, without DIA's prior written consent, make any Material Variation to the Expenditure Programme(s) (including its description and scope) as set out in the Delivery Plan.
- 2.3 The Recipient must ensure that the Expenditure Programme(s) are carried out:
 - (a) promptly with due diligence, care and skill, and in a manner that meets or exceeds Best Industry Practice;
 - (b) by appropriately trained, qualified, experienced and supervised persons; and
 - (c) in accordance with any directions of DIA, notified by DIA in writing from time to time.
- 2.4 The Recipient must use reasonable endeavours to ensure that the Expenditure Programme Milestones are completed by the relevant "Completion Date" specified in the Delivery Plan.
- 2.5 The Recipient is responsible for the acts and omissions of any contractors and subcontractors.
- 2.6 The Recipient must ensure (and will procure that the head contractor when engaging with any other contractor ensures) that all agreements it enters into with any contractors or any other party in connection with the Expenditure Programme(s) are on an "arm's length" basis, provide value-for-money and do not give rise to any Conflict of Interest. The Recipient must provide DIA with reasonable evidence of compliance with this clause 2.6 in response to any request by DIA from time to time.

Information Undertakings

- 2.7 The Recipient must provide DIA with the reports specified in the Key Details, in accordance with the timeframes and reporting requirements set out in the Key Details.
- 2.8 The Recipient must provide DIA with any other information about the Expenditure Programme(s) requested by DIA within the timeframe set out in the request.
- 2.9 The Recipient must promptly notify DIA if:

- (a) the Recipient (or any of its personnel or contractors) becomes aware of, or subject to, a Conflict of Interest; or
- (b) the Recipient becomes aware of any matter that could reasonably be expected to have an adverse effect on an Expenditure Programme and any related programme, or result in a Termination Event or a breach of any term of this Agreement by the Recipient,

and if requested by DIA must promptly provide DIA with its plan to mitigate and manage such Conflict of Interest or such matter.

- 2.10 The Recipient must not at any time do anything that could reasonably be expected to have an adverse effect on the reputation, good standing or goodwill of DIA or the New Zealand Government. The Recipient must keep DIA informed of any matter known to the Recipient which could reasonably be expected to have such an effect.
- 2.11 The parties acknowledge and agree that CIP (or any other Monitor) may, to the extent directed by DIA, undertake a reviewing and monitoring role under this Agreement, including by:
- (a) reviewing and confirming satisfaction with the Delivery Plan and with the reports specified in the Key Details;
 - (b) seeking, reviewing and confirming satisfaction with further information from the Recipient; and
 - (c) making recommendations to DIA and the New Zealand Government in respect of the Funding and the Agreement.

The Recipient agrees that all its communications and correspondence under this Agreement may be made with DIA or, to the extent directed by DIA, the Monitor.

Funding, records and auditors

- 2.12 The Recipient must receive and manage all Funding in accordance with good financial management and accounting practices and to a high standard that demonstrates appropriate use of public funds.
- 2.13 The Recipient must keep full and accurate records (including accounting records) of the Expenditure Programme(s) and retain them for at least 7 years after the last payment of Funding under this Agreement. The Recipient must permit DIA (or any auditor nominated by DIA) to inspect all records relating to the Expenditure Programme(s) and must allow DIA and/or the auditor access to the Recipient's premises, systems and personnel for the purposes of this inspection. DIA shall bear any third party costs arising from such inspection, unless the inspection reveals a breach of this Agreement, in which case the Recipient shall bear such costs.

Reform

- 2.14 The Recipient agrees to work constructively together with DIA and the New Zealand Government to support the objectives of the Three Waters Reform Programme pursuant to the Memorandum of Understanding. The parties acknowledge that the undertaking set out in this clause 2.14 is intended to be non-binding.

3 INTELLECTUAL PROPERTY

- 3.1 DIA acknowledges that the Recipient and its licensors own all pre-existing intellectual property which they contribute to the Expenditure Programme(s), and all new intellectual property which they create in the course of the Expenditure Programme(s).
- 3.2 The Recipient grants an irrevocable, perpetual, royalty-free, sub-licensable licence to DIA and the Monitor to use all reports, documents, information and other materials created or provided by the Recipient to DIA or the Monitor under or in connection with the Expenditure Programme(s) and this Agreement.
- 3.3 The Recipient warrants that it has obtained (or will obtain, prior to creation of each relevant work) all rights and permissions necessary to enable the grant and exercise of the licence in clause 3.2 without infringing the intellectual property rights of any third party.

4 TERM AND TERMINATION

- 4.1 This Agreement will be effective on and from the Commencement Date, which will be the latest to occur of:
- (a) the date this Agreement has been signed by both parties; and
 - (b) the date on which DIA has provided written notice to the Recipient that the Conditions Precedent specified in the Key Details have either been satisfied (in the opinion of DIA) or waived by DIA (at its sole discretion).
- 4.2 This Agreement will remain in force until the End Date, unless terminated in accordance with this Agreement.
- 4.3 DIA can terminate this Agreement with immediate effect, by giving notice to the Recipient, at any time:
- (a) while DIA reasonably considers that the Recipient has become or is likely to become insolvent;
 - (b) while the Recipient is subject to the appointment of a liquidator, receiver, manager or similar person in respect of any of its assets or a Crown Manager or Commission is appointed in respect of the Recipient under Part 10 of the Local Government Act 2002;
 - (c) if the Expenditure Programme(s) have not commenced by 31 March 2021; or
 - (d) while any one or more of the follow events or circumstances remains unremedied:
 - (i) the Recipient is materially in breach of any obligation, or a condition or warranty, under this Agreement;
 - (ii) the Recipient has provided DIA with information in connection with or under this Agreement that (whether intentionally or not) is materially incorrect or misleading, and/or omits material information;
 - (iii) DIA reasonably considers that this Agreement or an Expenditure Programme has caused, or may cause, DIA and/or the New Zealand Government to breach any legal obligations (including its international trade obligations);
 - (iv) the Recipient abandons an Expenditure Programme;

- (v) the Recipient is involved in any intentional or reckless conduct which, in the opinion of DIA, has damaged or could damage the reputation, good standing or goodwill of DIA or the New Zealand Government, or is involved in any material misrepresentation or any fraud;
 - (vi) the Recipient (or any of its personnel or contractors) is subject to a Conflict of Interest which cannot be managed to DIA's satisfaction; or
 - (vii) any change in law, regulations or other circumstances materially affects DIA's ability to perform its obligations under this Agreement.
- 4.4 However, where DIA considers that a Termination Event set out in clause 4.3(d) can be remedied, DIA must give notice to the Recipient requesting a remedy, and must not exercise its right of termination unless the relevant event remains unremedied for at least 14 days (or any longer period agreed with the Recipient) after that notice has been provided by DIA.
- 4.5 On expiry or termination of this Agreement, where the aggregate of (a) the total Funding paid under this Agreement and (b) any other money received or allocated by the Recipient, in each case to carry out an Expenditure Programme, exceeds the amount required to perform the Expenditure Programme, the Recipient must upon request refund to DIA the excess amount.
- 4.6 At any time DIA may recover the amount of any Funding that has been spent or used other than in accordance with this Agreement, or not applied to Eligible Costs by the End Date, together with interest on all such amounts calculated at 10% per annum from the date of the mispending to the date the money is repaid.
- 4.7 Clauses 1.5, 2.1, 2.12, 2.13, 3, 4, 5, 6, 7, 8, 9, 10 and 11 survive expiry or termination of this Agreement, along with any other parts of this Agreement necessary to give effect to those provisions. Expiry or termination of this Agreement does not affect any accrued rights, including any rights in respect of a breach of this Agreement or Termination Event that occurred before expiry or termination.

5 WARRANTIES AND UNDERTAKINGS

- 5.1 The Recipient warrants that, in the course of its activities in connection with the Expenditure Programme(s), it will not infringe any intellectual property or other rights of any contractor or any other third party.
- 5.2 The Recipient warrants that, as at the date of this Agreement:
- (a) It has full power and authority to enter into and perform its obligations under this Agreement which, when executed, will constitute binding obligations on it in accordance with this Agreement's terms, and it has complied with the Local Government Act 2002 in entering into this Agreement;
 - (b) the Recipient is solvent and is not subject to the appointment of a liquidator, receiver, manager or similar person in respect of any of its assets or to the appointment of a Crown Manager or Commission under Part 10 of the Local Government Act 2002;
 - (c) all information and representations disclosed or made to DIA by the Recipient in connection with this Agreement are true and correct, do not omit any material matter, and are not likely to mislead or deceive DIA as to any material matter;

- (d) it has disclosed to DIA all matters known to the Recipient (relating to the Expenditure Programme(s), the Recipient or its personnel) that could reasonably be expected to have an adverse effect on the reputation, good standing or goodwill of DIA or the New Zealand Government; and
- (e) it is not aware of any material information that has not been disclosed to DIA which may, if disclosed, materially adversely affect the decision of DIA whether to provide the Funding.

5.3 The Recipient warrants that:

- (a) the Funding has been or will be applied solely to Eligible Costs; and
- (b) the Expenditure Programme(s) will take into account the parties' shared intention to:
 - (i) support economic recovery through job creation; and
 - (ii) maintain, increase and/or accelerate investment in core water infrastructure renewals and maintenance,

and such warranty will be deemed to be repeated continuously so long as this Agreement remains in effect by reference to the facts and circumstances then existing.

- 5.4 DIA warrants that, as at the date of this Agreement, it has full power and authority to enter into and perform its obligations under this Agreement which, when executed, will constitute binding obligations on it in accordance with this Agreement's terms.
- 5.5 The Recipient acknowledges that DIA has entered into this Agreement in reliance on these warranties and undertakings.
- 5.6 The Recipient acknowledges and agrees that DIA has made no warranty or representation that any funding or financial support is or will be available to the Recipient in respect of the Expenditure Programme(s), other than the Funding.

6 LIABILITY

- 6.1 The maximum liability of DIA under or in connection with this Agreement, whether arising in contract, tort (including negligence) or otherwise, is limited to the total amount of Funding paid or payable under this Agreement.
- 6.2 The Recipient undertakes to pay any and all cost overruns of the Expenditure Programme(s) and any funding shortfall, and DIA and the New Zealand Government have no obligations or responsibility whatsoever in respect of such cost overruns and funding shortfall and accept no financial risk in the Expenditure Programme(s).
- 6.3 DIA is not liable for any claim under or in connection with this Agreement or the Expenditure Programme(s), whether arising in contract, tort (including negligence) or otherwise, where such claim is or relates to any loss of profit, loss of revenue, loss of use, loss of reputation, loss of goodwill, loss of opportunity (in each case whether direct, indirect or consequential) or any other indirect, consequential or incidental loss or damages of any kind whatsoever.

7 CONFIDENTIALITY

- 7.1 Subject to clause 7.2 and 7.3, each party must keep the other party's Confidential Information in confidence, and must use or disclose that Confidential Information only to the extent necessary to perform its obligations, and/or take the intended benefit of its rights, under this Agreement. However, this will not prohibit:
- (a) either party from using or disclosing any information with the written prior consent of the other party;
 - (b) use or disclosure of information that has become generally known to the public other than through a breach of this Agreement;
 - (c) either party from disclosing information to its personnel, contractors or advisors with a need to know, so long as the relevant personnel, contractors and advisors use the information solely to enable that party to perform its obligations and/or take the intended benefit of its rights under this Agreement, and so long as they are informed of the confidential nature of the information and, in the case of the Recipient, the Recipient receives an acknowledgement from its personnel, contractors or advisors that they acknowledge, and must comply with, the confidentiality obligations in this Agreement as if they were party to it;
 - (d) disclosure required by any law, or any compulsory order or requirement issued pursuant to any law; or
 - (e) DIA from using or disclosing to any party any documents, reports or information received in relation to this Agreement, provided that prior to any such disclosure DIA removes all information that is commercially sensitive to the Recipient from the relevant work.
- 7.2 The Recipient acknowledges and agrees that nothing in this Agreement restricts DIA's ability to:
- (a) discuss, and provide all information in respect of, any matters concerning the Recipient, the Expenditure Programme(s) or this Agreement with any Minister of the Crown, the Monitor, any other government agency or any of their respective advisors;
 - (b) meet its obligations under any constitutional or parliamentary convention (or other obligation at law) of or in relation to the New Zealand Parliament, the New Zealand House of Representatives or any of its Committees, any Minister of the Crown, or the New Zealand Auditor-General, including any obligations under the Cabinet Manual including the "no surprises" principle; and
 - (c) publicise and report on the awarding of the Funding, including the Recipient's and any of its contractor's names, the amount and duration of the Funding and a brief description of the Expenditure Programme(s), on websites; in media releases; general announcements and annual reports.
- 7.3 The Recipient acknowledges that:
- (a) the contents of this Agreement (including the Delivery Plan); and
 - (b) information provided to DIA and the Monitor (including the reports specified in the Key Details),

may be official information in terms of the Official Information Act 1982 and, in line with the purpose and principles of the Official Information Act 1982, this Agreement and such information may be released to the public unless there is good reason under the Official Information Act 1982 to withhold it.

- 7.4 DIA acknowledges that the Recipient is subject to the Local Government Official Information and Meetings Act 1987 and that its confidentiality obligations under this clause 7 are subject to its compliance with that Act.

8 MEDIA AND COMMUNICATIONS

- 8.1 Before making any media statements or press releases (including social media posts) regarding this Agreement and/or DIA's involvement with the Expenditure Programme(s), the Recipient will consult with DIA, and will obtain DIA's prior approval to any such statements or releases.
- 8.2 The Recipient will refer any enquiries from the media or any other person about the terms or performance of this Agreement to DIA's Representative.
- 8.3 The Recipient will acknowledge the New Zealand Government as a source of funding in all publications (including any digital presence) and publicity regarding the Expenditure Programme(s) in accordance with funding acknowledgement guidelines agreed with DIA. The Recipient must obtain DIA's approval of the form and wording of the acknowledgement prior to including the acknowledgement in the publication or publicity (as the case may be).
- 8.4 The Recipient does not have the right to enter into any commitment, contract or agreement on behalf of DIA or any associated body, or to make any public statement or comment on behalf of DIA or the New Zealand Government.
- 8.5 All correspondence with DIA under this clause 8 must be directed to DIA's Representative and copied to threewaters@dia.govt.nz and the Monitor.

9 DISPUTES

- 9.1 In the event of any dispute, controversy or claim arising out of or in connection with this Agreement, or in relation to any question regarding its existence, breach, termination or invalidity (in each case, a **Dispute**), either party may give written notice to the other specifying the nature of the Dispute and requesting discussions under this clause 9 (**Dispute Notice**). As soon as reasonably practicable following receipt of a Dispute Notice, the parties must meet (in person, or by audio or video conference) and endeavour to resolve the Dispute by discussion, negotiation and agreement.
- 9.2 If the matter cannot be amicably settled within 20 Business Days after the date of the Dispute Notice then, at the request in writing of either party, the matter in respect of which the Dispute has arisen must be submitted, together with a report describing the nature of such matter, to the Representatives (or, if no such Representatives have been appointed, the respective Chief Executives of the parties) (together the **Dispute Representatives**).
- 9.3 Within 20 Business Days after the receipt of a request under clause 9.2, one individual (who does not act in his or her professional capacity as legal counsel for either party) selected by each of the Dispute Representatives, must make a presentation of no longer than 30 minutes to each of the Dispute Representatives (which may be by telephone or remotely), who will then attempt in good faith to reach a common decision within a half-day. The decision of the Dispute Representatives is binding on the parties.

- 9.4 In the case of a Dispute, if the Dispute Representatives have not met within 20 Business Days of receiving a request in accordance with clause 9.2, or if they fail to reach a common decision within the stated time period, either party may by notice in writing to the other party refer the Dispute to be referred to mediation before a single mediator appointed by the parties. Each party will bear its own costs of mediation and the costs of the mediator will be divided evenly between the parties.
- 9.5 If the parties are unable to agree on the appointment of a mediator within 5 Business Days of the notice requiring the Dispute to be referred to mediation, a mediator may be appointed at the request of any party by the Arbitrators' and Mediators' Institute of New Zealand Inc.
- 9.6 If the Dispute is not resolved within 20 Business Days of referral to mediation, the parties may commence court proceedings without further participation in any mediation.
- 9.7 Nothing in this clause 9 will prevent either party from seeking urgent interim relief from a court (or other tribunal) of competent jurisdiction.
- 10 **REPRESENTATIVES**
- 10.1 All matters or enquiries regarding this Agreement must be directed to each party's Representative (set out in the Key Details).
- 10.2 Each party may from time to time change the person designated as its Representative on 10 Business Days' written notice to the other Party. Any such change will also take effect as a change of the relevant Representative for the purposes of the Memorandum of Understanding.
- 11 **GENERAL**
- 11.1 Each notice or other communication given under this Agreement (each a **notice**) must be in writing and delivered personally or sent by post or email to the address of the relevant party set out in the Key Details or to any other address from time to time designated for that purpose by at least 10 Business Days' prior written notice to the other party. A notice under this Agreement is deemed to be received if:
- (a) **Delivery:** delivered personally, when delivered;
 - (b) **Post:** posted, 5 Business Days after posting or, in the case of international post, 7 Business Days after posting; and
 - (c) **Email:** sent by email:
 - (i) If sent between the hours of 9am and 5pm (local time) on a Business Day, at the time of transmission; or
 - (ii) If subclause (i) does not apply, at 9am (local time) on the Business Day most immediately after the time of sending,provided that an email is not deemed received unless (if receipt is disputed) the party giving notice produces a printed copy of the email which evidences that the email was sent to the email address of the party given notice.
- 11.2 The Recipient agrees to execute and deliver any documents and to do all things as may be required by DIA to obtain the full benefit of this Agreement according to its true intent.

- 11.3 No legal partnership, employer-employee, principal-agent or joint venture relationship is created or evidenced by this Agreement.
- 11.4 This Agreement constitutes the sole and entire understanding with respect to the subject matter hereof and supersedes all prior discussions, representations and understandings, written or oral.
- 11.5 No amendment to this Agreement will be effective unless agreed in writing and signed by both parties.
- 11.6 The Recipient may not assign or transfer any of its contractual rights or obligations under this Agreement, except with DIA's prior written approval.
- 11.7 DIA may assign or transfer any of its contractual rights or obligations under this Agreement without the Recipient's prior approval. DIA may at any time disclose to a proposed assignee or transferee any information which relates to, or was provided in connection with, the Recipient, the Expenditure Programme(s) or this Agreement.
- 11.8 No failure, delay or indulgence by any party in exercising any power or right conferred on that party by this Agreement shall operate as a waiver. A single exercise of any of those powers or rights does not preclude further exercises of those powers or rights or the exercise of any other powers or rights.
- 11.9 The exercise by a party of any express right set out in this Agreement is without prejudice to any other rights, powers or remedies available to a party in contract, at law or in equity, including any rights, powers or remedies which would be available if the express rights were not set out in this Agreement.
- 11.10 This Agreement is not intended to confer any benefit on or create any obligation enforceable at the suit of any person not a party to this Agreement.
- 11.11 Any provision of this Agreement that is invalid or unenforceable will be deemed deleted, and will not affect the other provisions of this Agreement, all of which remain in force to the extent permitted by law, subject to any modifications made necessary by the deletion of the invalid or unenforceable provision.
- 11.12 This Agreement is to be governed by the laws of New Zealand, and the parties submit to the non-exclusive jurisdiction of the courts of New Zealand.
- 11.13 This Agreement may be executed in any number of counterparts (including duly electronically signed, scanned and emailed copies). So long as each party has received a counterpart signed by each of the other parties, the counterparts together shall constitute a binding and enforceable agreement. This Agreement is intended to constitute a binding and enforceable agreement in accordance with its terms.

END OF PART 2

PART 3: DEFINITIONS AND CONSTRUCTION

Defined terms

In this Agreement, unless the context requires otherwise, terms defined in the Agreement have the meaning set out therein and:

Authorisation means:

- (a) any consent, authorisation, registration, filing, lodgement, agreement, notarisation, certificate, permission, licence, approval, authority or exemption from, by or with a governmental agency or required by any law (including any consent under the Resource Management Act 1991); or
- (b) in relation to anything which will be fully or partly prohibited or restricted by law if a governmental agency intervenes or acts in any way within a specified period after lodgement, filing, registration or notification, the expiry of that period without intervention or action.

Best Industry Practice means that degree of skill, care and foresight and operating practice that would reasonably and ordinarily be expected of a skilled and competent supplier of services engaged in the same type of undertaking as that of the Recipient or any contractors (as applicable) under the same or similar circumstances as those contemplated by this Agreement.

Business Day means any day other than a Saturday, Sunday or public holiday within the meaning of section 44 of the Holidays Act 2003.

Commencement Date has the meaning given in clause 4.1 of Part 2.

Completion Date is the date that the relevant Expenditure Programme Milestone is to be completed by the Recipient, described in the Delivery Plan, and includes any amendment to the date which may be agreed in writing (including by email but only when DIA's Representative expressly confirms in writing

that they have received approval of the change from the correct DIA delegation holder) between the parties from time to time.

Conditions means the conditions to the payment of a Funding instalment as specified in Item 7 of the Key Details.

Confidential Information of a party (Owner), means any information in the possession or control of another party (Holder) that:

- (a) was originally acquired by the Holder in connection with this Agreement through disclosures made by or at the request of the Owner; and/or
- (b) was originally acquired by the Holder in connection with this Agreement through any access to, or viewing, inspection or evaluation of, the premises, facilities, documents, systems or other assets owned or controlled by the Owner; and/or
- (c) is derived from information of a kind described in paragraph (a) or (b) above; but excludes any information which the Holder can show:
 - (d) was lawfully acquired by the Holder, entirely independently of its activities in connection with this Agreement, and is free of any other obligation of confidence owed to the Owner; and/or
 - (e) has been independently developed by the Holder without reference to the Owner's Confidential Information, and without breaching any other obligation of confidence owed to the Owner.

Notwithstanding the foregoing, the terms of this Agreement (excluding the Delivery Plan) are not Confidential Information.

Conflict of Interest means any matter, circumstance, interest or activity of the Recipient, its personnel or contractors, or any other person with whom the Recipient has a relationship that:

- (a) conflicts with:
- (i) the obligations of the Recipient (or its personnel or contractors) to DIA under this Agreement; or
 - (ii) the interests of the Recipient in relation to this Agreement and/or the procuring of the Expenditure Programme(s); or
- (b) otherwise impairs or might appear to impair the ability of the Recipient (or any of its personnel or contractors) to diligently and independently carry out the Expenditure Programme(s) in accordance with this Agreement.

Delivery Plan means the delivery plan setting out the scope of the Expenditure Programme(s) to which Funding is to be applied, based on the template provided by and in the form approved by DIA and executed by DIA and the Recipient.

Eligible Costs means the actual costs that have been or will be reasonably incurred by the Recipient on or after the Commencement Date and no later than the End Date to deliver an Expenditure Programme in accordance with the Delivery Plan.

Expenditure Programme Milestone means, in respect of an Expenditure Programme, a milestone for that Expenditure Programme, as set out in the Delivery Plan.

Funding means the funding or any part of the funding (as the context requires) payable by DIA to the Recipient in accordance with the terms of this Agreement, as described in the Key Details.

GST Offset Agreement means a deed of assignment between DIA as Assignor and the Recipient as Assignee providing for the offset of the amount of GST in accordance with the Goods and Services Tax Act 1985.

Key Details means Part 1 of this Agreement.

Memorandum of Understanding means the memorandum of understanding relating to Three Waters Services Reform between DIA

and the Recipient, in the form provided by DIA.

Material Variation means, in respect of an Expenditure Programme, any variation which on its own or together with any other variation or variations results in, or is likely to result in the budgeted expenditure (taking into account all variations) being exceeded or an Expenditure Programme being materially delayed, or any variation that materially amends the scope, specifications or function of an Expenditure Programme.

Monitor means CIP, or any other entity appointed by DIA in its sole discretion to assist in managing the Funding by undertaking a monitoring role.

Payment Request means a request submitted to DIA by the Recipient seeking payment of Funding substantially in the form set out in the Schedule to this Agreement.

Quarter means a financial quarter, being a three monthly period ending on 30 June, 30 September, 31 December or 31 March.

Termination Event means any one or more of the events or circumstances set out in clause 4.3.

Construction

In the construction of this Agreement, unless the context requires otherwise:

Currency: a reference to any monetary amount is to New Zealand currency;

Defined Terms: words or phrases appearing in this Agreement with capitalised initial letters are defined terms and have the meanings given to them in this Agreement;

Documents: a reference to any document, including this Agreement, includes a reference to that document as amended or replaced from time to time;

Inclusions: a reference to "includes" is a reference to "includes without limitation", and "include", "included" and "including" have corresponding meanings;

Joint and Several Liability: any provision of this Agreement to be performed or observed by two or more persons binds those persons jointly and severally;

Parties: a reference to a party to this Agreement or any other document includes that party's personal representatives/successors and permitted assigns;

Person: a reference to a person includes a corporation sole and also a body of persons, whether corporate or unincorporate;

Precedence : if there is any conflict between the different parts of this Agreement, then unless specifically stated otherwise, the Key Details will prevail over Part 2, and Part 2 will prevail over the Delivery Plan;

Precedence with Memorandum of Understanding: if there is any conflict

between this Agreement and the Memorandum of Understanding, then unless specifically stated otherwise, this Agreement will prevail;

Related Terms: where a word or expression is defined in this Agreement, other parts of speech and grammatical forms of that word or expression have corresponding meanings;

Statutes and Regulations: a reference to an enactment or any regulations is a reference to that enactment or those regulations as amended, or to any enactment or regulations substituted for that enactment or those regulations;

Writing: a reference to "written" or "in writing" includes email and any commonly used electronic document format such as .DOC or .PDF.

END OF PART 3

SCHEDULE: PAYMENT REQUEST

To: DEPARTMENT OF INTERNAL AFFAIRS

Dated: [•]

PAYMENT REQUEST

1. We refer to the Funding Agreement dated [•] 2020 between [•] as recipient (**Recipient**) and the Department of Internal Affairs (**DIA**) (the **Agreement**). Terms defined in the Agreement have the same meaning in this Payment Request.
2. This is a Payment Request for the purpose of clauses 1.2 and 1.3 of the Agreement.
3. Each of the Expenditure Programme Milestones that have been completed are:

[insert description of each of Expenditure Programme Milestones completed, including the date of completion]
4. The amount of Funding requested is \$[•] plus GST if any.
5. The Funding requested in this Payment Request has been or will be required to meet the Eligible Costs.
6. We enclose with this Payment Request:
 - (a) a breakdown / total transaction listing of total Eligible Costs that have been or will be incurred to deliver the completed Expenditure Programme Milestone(s);
 - (b) the conditions to the applicable Expenditure Programme Milestone(s) as set out in the Funding Agreement and the Delivery Plan;
 - (c) a quarterly report; and **Note: (c) is not applicable for the first Payment Request, or where DIA has agreed under item 7 of the Key Terms that a Payment Request does not need to be provided alongside a quarterly report*
 - (d) any other reasonable information or evidence requested by DIA or the Monitor in relation to Eligible Costs that have been incurred or will be incurred.
7. We confirm that:
 - (a) no Termination Event is subsisting; and
 - (b) each of the warranties set out in the Agreement are correct as at the date of this Payment Request.

By and on behalf of the Recipient by

NAME OF RECIPIENT

Chief Executive

Authorised Officer